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Vol. 98, No. 3 JULY, 1975

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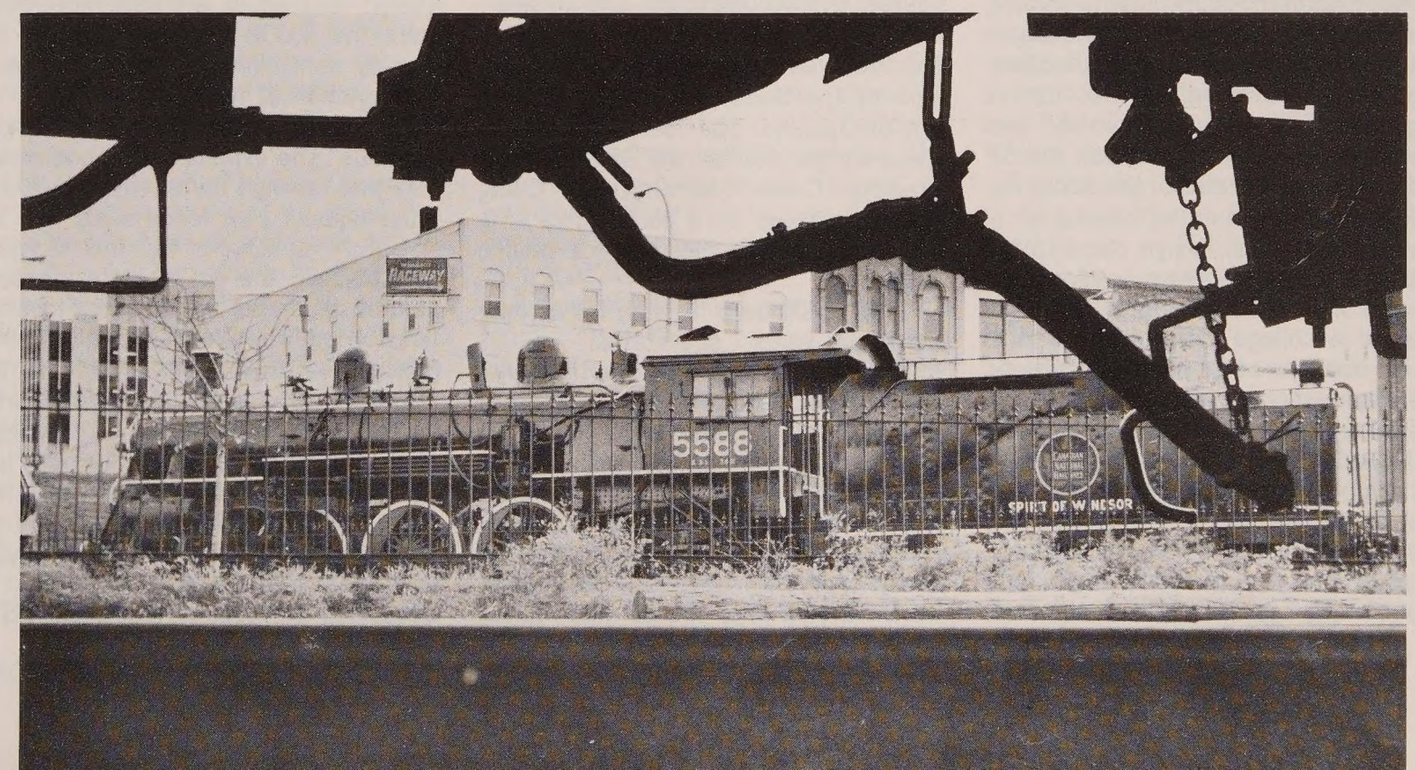
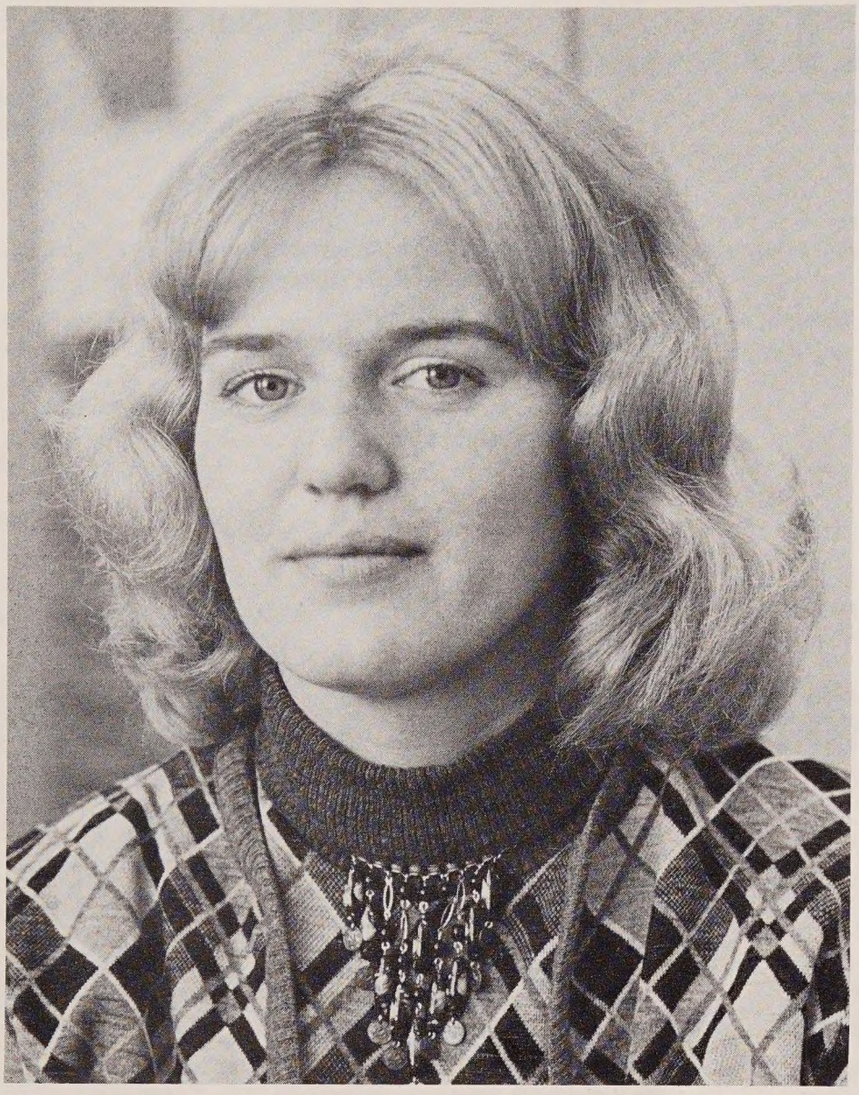
Canadian National 4-6-2 No. 5588 resides in a park area along the Detroit River at Windsor, Ont. The old CN ferry slip is nearby. Engine glistens in shiny black paint with words "Spirit of Windsor" on her tender. Site is former location of a CN passenger-train depot.

John Uckley, 414 W. 4th St., Monroe, Mich. 48161





Evelyn Newell was the first female hogger to become a member of the BLE.

SHE IS NUMBER ONE

BLUE-EYED Evelyn Newell, a 26-year-old blonde who lives at Alemada, Calif., and works full time in Southern Pacific engine service, was the first female hogger to become a dues-paying member of the Brotherhood (and Sisterhood?) of Locomotive Engineers. Two other BLE women also are hoggers, Jackie Bigelow on the SP and Christine Gonzalez of the Santa Fe.

Born and raised in the bracing air of the Bavarian Alps, Evelyn came to the United States eight years ago to take a job as a TWA stewardess. But when she married a college student she had to resign because at that time airlines did not employ married woman. So in 1967, while her young husband was studying at Berkeley, she turned to railroading, first on the Chicago & North Western in clerical and station jobs in Wisconsin. But she found desk work distasteful.

When I was a little girl living in Germany," she says, "I liked to wear striped overalls like the engineers and watch the choo-choo trains, and I wanted to be an engineer." Now, of course, the "choo-choos" are diesels.

In 1972 Evelyn became a diesel-electric fireman on the Western Division of the Southern Pacific, working out of Oakland. She took an intensive three-weeks course at SP's Service Training Center in Cerritos, Calif., schoolmastered by a locomotive simulator which had cost SP a million dollars.

"You could be a fireman for as long as fifteen years," she states.

Her own apprenticeship lasted only a year, because the division was short of engineers. If women were more independent, according to Evelyn, they'd be as capable as men of handling trains. The truth of this statement was proved years ago on many European rail lines, especially those in the Soviet Union. Evelyn says the SP has "talent scouts" out to recruit other ladies for engine service. "But I don't think they'll get many applicants," she adds.

However, the pay scale is very tempting. The girl estimates that during her first full year as an engineer she will earn between $20,000 and $25,000, plus fringe benefits.

When Evelyn first went into training she knew nothing at all about locomotive operation. She even had to be taught where to find the brake valve and throttle. But gradually she learned the art of stopping long trains by regulating air pressure and how to handle the electric braking equipment on downhill runs.

"If you get a yellow," she says, "your next signal may be red. On this job you have to expect the unexpected and react quickly. Running a train is always a challenge. Something new is always happening. I like the idea of moving millions of dollars worth of equipment from one point to another and doing it safely."

Harre W. Demoro, an Oakland Tribune staff writer who is one of Railroad Magazine's "Interesting Railfans," gives his impressions of the lady hogger.

"At first glance," he writes, "nothing appeared unusual about the 128-car train at Tracy, Calif., being readied for departure to Fremont and San Jose. Three gigantic SD-45 locomotives, each capable of 3,600 horsepower, snorted, growled, and hissed. What was different that day last October was that the hand on the throttle of that 108,-000 horsepower belonged to Evelyn Newell. . .

"She was still in training when she operated that freight train expertly over the roller-coaster grades and sharp curves in Altamont Pass to Niles Canyon. Running on the SP is not easy. Evelyn tells about the skill required to ease the 5,000-ton train through the signals controlling a major crossover and junction at Niles.

"Anytime I get on an engine I'm very cautious,' she explains. 'If I should ever lose that feeling I think I would quit. You must respect your locomotive.'"

Before qualifying for the mainline last January, the girl was given mostly yard assignments and hostling locomotives around the West Oakland maintenance area. And she had to learn the 200-page SP rulebook and familiarize herself with the capacity of sidings along the mainline and the proper use of sand to help loco wheels grip wet rails.

She knows, of course, that moving tonnage freight from Oakland to Roseville, San Jose, Tracy, and San

Evelyn became an Espee locomotive fireman in 1972 and an engineer a year later. Her eventual ambition is road foreman of engines.

Both photographs by Bill Robertson

Francisco doesn't require physical vigor. Just stamina. She can be called for duty seven days a week, if needed maybe to work 24 hours a day — except for the required eight-hour rest period, known as "spot," after twelve hours on the job.

She has handled all types of present-day SP diesels and had to know the power and weaknesses of each one to work as a hostler. While hostling she moved the units around to various maintenance locations and then to points where road crews picked them up. Her favorites are the big flat-nosed SD-45's.

"The views from their cabs is perfect," she explains, "I have always found their brakes to be in good condition, and the control is smoother than on other units I've worked with."

The job calls for total commitment.

"You can't take your eyes off the road," she says, "but must watch for green, yellow, and red signals to give or withhold clearance for your train. You constantly inspect the rails ahead of you, making sure that nothing on top or underneath them looks dangerous. The job needs concentration. There's no time to converse with anyone, not even the head brakeman who is right there with you."

Asked if there is anything anti-female about being on the right-hand side of the cab, she retorted: "Definitely not! Of course, you wear safety shoes and a cap to keep the hair out of your eyes; but you can still look and be feminine. You're out on the road for three or four days at a stretch and when you finally get back home you're beat. Not much time for prettying and whatnot."

Evelyn was surprised to find the men who trained her "extremely helpful." Says she: "Without their backbone and help I might not have made it as well as I did." She expects no favorite treatment because of her sex, but she did notice that the men she works with "stop cussing when I come in."

And now the young divorcee is betrothed to a Southern Pacific yard brakeman. For this reason she regards herself as especially lucky. "Most men," she says, "wouldn't put up with a woman doing this kind of job."

Evelyn Newell must wait five more years to qualify for passenger service — probably on commuter runs or with Amtrak — which she says will be just the beginning of the years she expects to handle locomotives. Her eventual ambition is to become a road foreman of engines. ●

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THE MAIL CAR

where editors and readers meet

OUR COVER PICTURE, courtesy of Amtrak, shows the San Francisco Zephyr headed eastbound around San Francisco Bay in the summer of 1973. This train travels daily between San Francisco and Chicago.

HAVING BEEN brought up in New Haven Railroad territory during the transition period from steam and wooden cars to electricity and steel cars, I was greatly interested in Sy Reich's "Story of New Haven Electrification" in your magazine. It's an excellent feature. I did notice a tiny error, though. Reich mentions MU trains being used immediately after electrification in 1908. The date was really 1916. Local service between Grand Central and Stamford was provided by wooden-bodied, open-platform cars hauled by short boxtype electric locomotives. These well-built cars were later sent to the Boston & Maine, after steel replaced wood according to New York State law. — George L. Larned, P.O. Box 263, Sunset Dr., Bedford Hills, N.Y. 10507.

SY REICH'S account of New Haven electrification is an important contribution to electric railroad history. I hope he'll find time to cover other leading electrifications in comparable fashion. He has presented engineering statistics in a most interesting manner, making them easily assimilated by either the technical or non-technical reader.

It is unfortunate that the great Milwaukee Road electrification fell victim to short-sighted management, which, for some mysterious reason, saw fit to deliberately make their whole railroad dependent upon petroleum just when its cost is becoming prohibitive and the end of the world's petroleum resources looms in sight. To foresake fuel-less, pollutionless hydro-electric prime movers under these critical conditions is the height of folly.

Meanwhile, we witness Soviet Russia extending the hydro-electrification of their 6,000-mile Trans-Siberian Railway to establish the world's record for such projects and extending other lines with new construction, all electrified. Isn't there a significant message for us in their example? — E. J. Quinby, 30 Blackburn Rd., Summit, N.J. 07901.

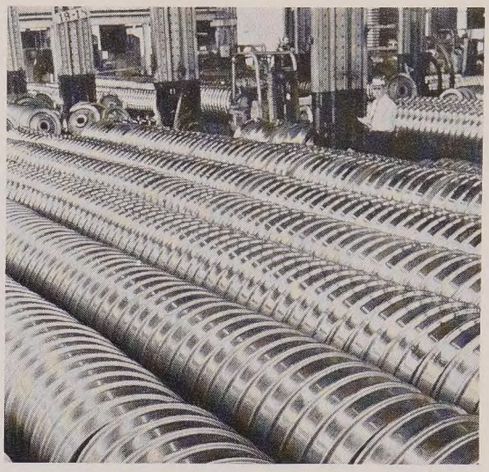
LOCOMOTIVE ENGINEER offers the following suggestion, which applies to not merely those in the Brotherhood of Locomotive Engineers. There's good news for BLE members who wish to participate in a tax-sheltered retirement plan, thanks to provisions of the Employee Retirement Income Security Act of 1974. That measure, known as "the greatest social legislation since Social Security was passed 40 years ago," makes it possible for millions of employes not now covered under any form of retirement plan to set aside funds for their retirement on a tax-free basis.

The legislation permits any worker not protected by a qualified retirement plan or tax-sheltered annuity to set aside 15 percent of his yearly income up to $1,500 in an individual retirement savings plan. These deposits may be deducted from the employee's income taxes. The fact that BLE members are covered by the Railroad Retirement System does not prevent them from participating in an individual retirement savings plan.

FARES on the famous Skunk Railroad that winds 40 miles through the redwood forest Mendocino County, California, to the town of Willits went up 30 percent this season. The interim increase was granted by the state Public Utilities Commission nearly three months after a permanent rate hike was requested by the California Western Railroad, the formal name for the inflation-ridden anachronism.

The company operates two steam trains and a number of self-propelled railroad coaches along the old logging line, which traverses 32 bridges and trestles and, on one section, 8½ miles of switchback curves to cover 1½ miles.

WHITEWATER VALLEY SCENIC of Brookville, Ind., has taken delivery of East Broad Top 0-6-0 No. 6, a standard-gage oldtimer with wooden cab and slopeback tender, reports Jim Edmonston. She had been stored for 23 years under cover in Mt. Union, Pa., with a sister, the 3-spot. Built by Baldwin in 1907, No. 3 was the smallest loco on the EBT roster, weighing only 75,000 pounds. Mt. Union yards are dual-gaged, as the EBT transferred coal from its narrow-gage hoppers to the standard-gage cars of big brother PRR.



About 170,000 railroad wheels are made each year at Standard Steel, Burnham, Pa.; but the plant has no problem keeping track of inventory. There is none. Increased freight-car production has plant running at full capacity. How many wheels can you count in 20 seconds?

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Two standard-gage 0-6-0 were used to work the yard. No. 3 (Baldwin, 1923) was the larger and newer, while 6 was the stand-by power. The latter had just received a major overhaul two months before being stored. On arrival at the WVS, her boiler jacket had to be replaced and she needed new lagging.

WE HEAR from L. P. Cummings of Lancaster, Pa., that plans are under way for building a tunnel in Philadelphia to link the Penn Central and Reading railroads. Governor Shapp has learned that the Federal Government would pay no more than $232 million for this project while the city must raise $60 million.

THE CONTINUING story of Cincinnati Union Terminal in Ohio gets more interesting, as funds to enable the City to buy the building became available in May, reports Jim Edmonston. The plan is to convert the site into offices and maintainance garage for the Southwest Ohio Regional Transit Authority, which operates Queen City Metro, the city's bus line. Amtrak may be moving back in, and Cincinnati's Board of Eucation is looking at the possibility of relocating the Mt. Adams School for the Performing Arts in the building. Meanwhile, the terminal has been the target of vandals. Fifty brass doorknobs and locksets have been removed, and the Chessie System operator, who now works the night shift in the once-busy tower, caught a thief snipping copper wires in the basement when his power was suddenly shut off.

Our Monthly Newscast

CHESAPEAKE & OHIO will have a new centralized traffic control center for dispatching at Richmond, Va. Equipment and engineering for it have been ordered from Harmon Electronics of Grain Valley, Mo. This center will control the entire Virginia Division from Hinton, W. Va., to Newport News, Va., about 600 miles.

Otto Mears Goes East
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IF THE ROCK ISLAND is allowed to die, many communities along its route will face economic disaster. For example, at least nine factories in Seneca, Illinois, will be up against it for shipping if the railroad quits serving that town, and the families of Rock Island employes who live in Seneca will be hard hit. But does Mayor Gumm care? The Chicago Tribune quotes him as saying: "Many (people) view the railroad as just a damn nuisance anyway. Thirty years ago a train in town was a big deal, but Seneca has outgrown that. Of course, what we'll miss are the railroad's property taxes." Wanna bet how many railroaders in Seneca will vote to re-elect Gumm when election time rolls around?

PENN CENTRAL has completed a new computer-centered system providing close control of nearly $380 million in materials and supplies it buys annually from 9,000 manufacturers and vendors in the 16 states where it operates. The more than 150,000 different kinds of materials and supplies required to keep PC running are controlled at 750 locations from the time of purchase until they are used. Known as Material Accounting and Purchasing System, the new control network watches over everything from diesel fuel to paper clips.

SOUTHERN PACIFIC has ordered 1,340 new freight cars costing $48.3 million. Pacific Car & Foundry of Benton, Wash., will build 450 boxcars and 425 flatcars, while FMC Corporation's Marine & Rail Division plant at Portland, Ore., will construct 240 boxcars, 200 wood-chip gondolas, and 25 copper contentrate gons. Orders would have been even larger, according to SP president B. F. Biaggini, if carloadings hadn't recently fallen 18 percent, thus diminishing the revenue available for capital improvements. Incidentally, SP recently issued a folder regarding the rocky status of the Rock Island Railroad. Its title, "The Golden State Route Must Be Preserved for Freight Service" — not a word about passengers. The SP, particularly its president, has long been opposed to passenger trains.

IF THE RAILROADS cannot make it in the market place, the taxpayers will have to support railroads forever. The regulatory approach to coping with the problems of the Northeast guarantees more Rock Islands.

So said John W. Ingram, president of the CRI&P, in a speech delivered at Cornell University. Citing the restrictive regulations with which the railroads must live, he gave this example: "General Motors offers its customers a rebate. That makes GM patriotic in these difficult times. If Rock Island offers a rebate, we go to jail."

THE SHORELINE Trains Association, a group concerned with restoring the Old Saybrook train station in Connecticut, is getting a boost from the Shoreline Junior Women's Club in the form of $1,500 or more from a charity ball. Built around 1850, the station and switch tower complex are called a historical landmark by local groups. The STA hopes to raise $65,000 to restore them.

YOUR LOW evaluation of "Murder on the Orient Express" is not wise. The movie does have faults. A man who was a judge for more than 20 years admitted to me that he did not quite understand it all. And some spots drag. My regret for your rather dour review is this: that many persons see the comfort of train travel on the basis of roominess. Even though they can't duplicate it, they realize there's more room for fanny and legs and elbows on any train than on most airplanes. They might like to try a train some day, in Europe or even in North Americ, on the basis of seeing such fine photography of an ideal interior. That is why viewing the "Orient" movie should be encouraged, with indeed the observations on its unnecessarily involved plot. — William C. Kessel, 99 Center St., Hamburg, N.Y. 14075.

Canada Heard From

PHOTO of a Canadian Pacific freight running alongside Mara Lake on the Sicamous-Kelowna branch that you published recently brought back an unforgettable day of youth when I fired a way freight to Kelowna, B.C., in 1928. The engine was a steamer in the 3200 series, a hand-bomber (hand-fired loco) that was not too popular because she steamed badly. Anyhow, I was stuck with her and she didn't do too badly on that run.

That trip originated in late afternoon. By the time we thundered past Mara Lake on our way to Kelowna it was well past midnight. A full moon shone brightly overhead, making our headlight almost unneccessary. We were all tired and eager to reach our destination as soon as possible. Rounding a curve, we spotted a full-grown cow wandering along the track — a most

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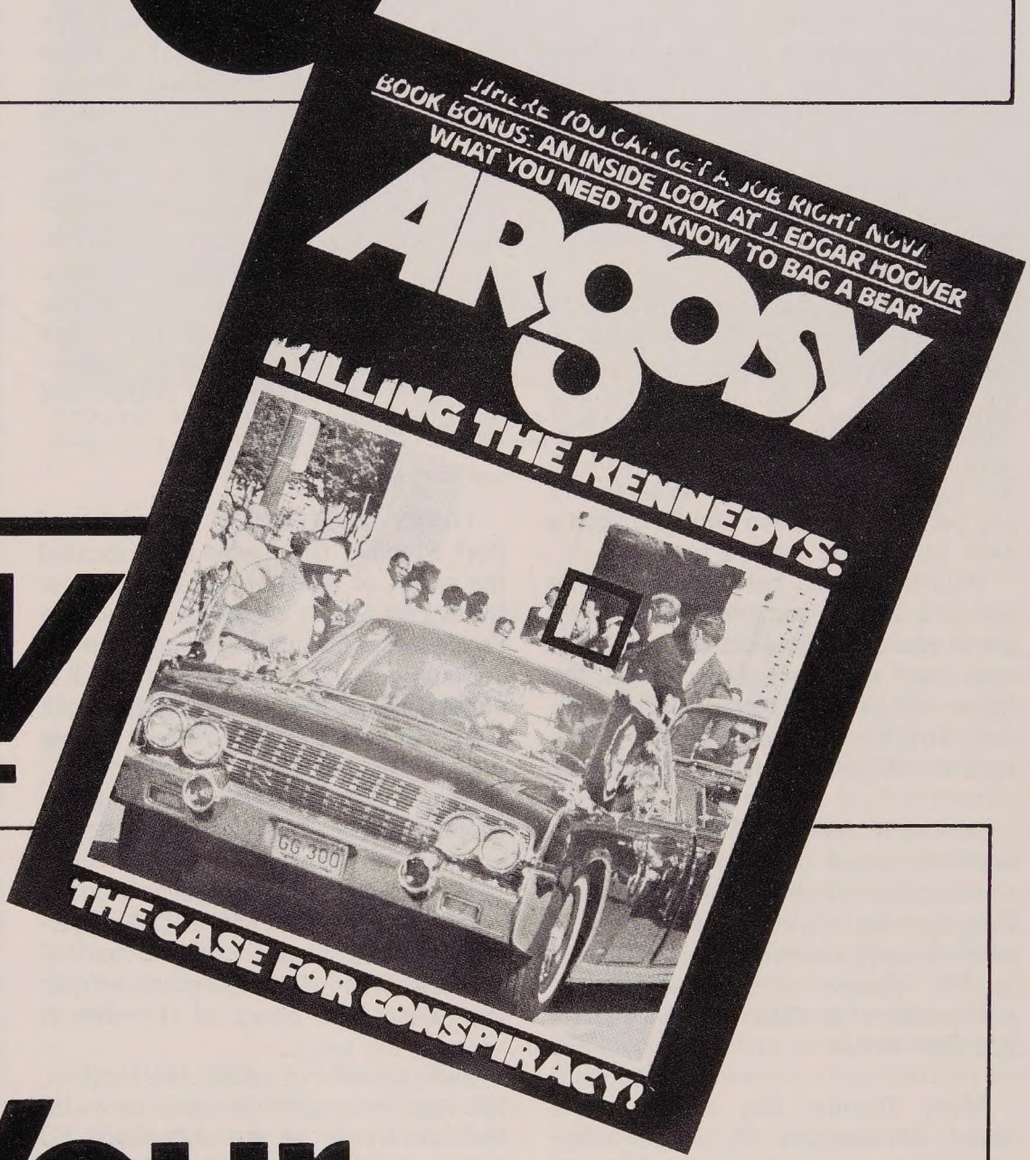
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unexpected sight at that time of night. The hogger blasted his whistle several times, expecting her to move aside. Instead, she began running straight ahead. He kept yanking the whistle cord in short warning blasts.

No cow could outrun a train making close to 50 miles an hour. The hogger wiped the clock — slammed his air brake into emergency position. But it was too late; the inevitable happened. Our 3200 hit the poor beast, sending her skyward, like the Mother Goose rhyme of "the cow jumped over the moon." She landed with an awful thud on the right-of-way behind us. Of course, we stopped and walked back to investigate. Her neck was broken. We couldn't do a thing about the carcass except make out a report later at Kelowna. It was the only time I ever saw the need of a cowcatcher (locomotive pilot). — Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W 1N9.

IT WILL COST between $2 and $3 to take in the view from the CN Tower in Toronto, the world's tallest free-standing structure. Eldon Dolphin, general manager of the 1,815-foot building, says visitors going up the elevators to the top of the tower are expected to pay between $6 million and $8 million a year, or half the tower's revenues.

Dolphin expects between 1.7 million and 2.3 million persons to visit the tower each year. Tourists will be able to look over a 75-mile radius from the tower and eat at a revolving restaurant. The tower is expected to cost a total of $40 million, when completed.

AT THUNDER BAY, Ontario, the first sod was turned on June 1, 1875, for construction of the Canadian Pacific Railway, the 100th anniversary of which is being celebrated this June first by the citizens of that community, which used to be known as Fort William and Port Arthur.

Many Thunder Bay residents are direct descendants of those immigrants who came during the CP construction period from 1875 to its completion in the year 1885. We are reminded that this great event took place in our city by reading Pierre Burton's book, "The National Dream," which covers the history of railway building from 1871 to 1885. Not only were we pleasantly surprised to learn the first sod was turned here but also thrilled that the individual participants and details of the day's program, including the words spoken, had been recorded.

While the original spot is covered by the existing right-of-way, we located the ceremony a few hundred feet north of where it all happened. With a little effort and imagination, green trees and shrubbery were placed to form a backdrop for the ceremony. Thunder Bay, with 115,000 population, is Canada's third largest port, shipping a yearly average of 17 million tons of iron ore, grain, pulpwood, newsprint, and general package cargo.

Today a train watcher here can experience the thrill of riding a four-car mixed consist of a 1920s coach, a 1930s baggage combination car, and two freight cars, hauled by modern motive power. Twice each week this train winds its way northwest to Sioux Lookout, Ont., 140 miles and 9 hours away. Twice each week this train winds its way northwest to Sioux Lookout, Ont., 140 miles and 9 hours away. Every mid afternoon we can see CP Rail's westbound "Canadian," and in the early evening the eastbound rolls in. There are also ore trains, grain trains, and many others. Truly, an ideal area for visiting railfans. — Paul C. Drombolis, director, Thunder Bay Visitors and Convention Bureau.

LARRY JACKSON, a fisherman of Port Stanley, Ont., may have located the wreck of the Marquette Bessemer No. 2, a carferry, which sank in Lake Erie in December, 1909, killing 32 men. Jackson believes he found the wreck in about 70 feet of water, using the depth finder and radar on his 74-foot fishing tug.

"You sure know when you're going over top of her," he said. "She stands up like a mountain."

He said he laid out his gill nets above what he thinks is the ship's superstructure and brought up a steel rail covered with mud. When compared with the railing in a photo of the ship, it seemed the same.

Jackson will not reveal the location, but says the position is consistent with the few traces of the ship found 60 years ago. He is now going about getting the salvage rights. Apart from the scrap value of the 350-foot ship, more than $50,000 was taken aboard before her ill-fated, mysterious voyage.

The ship left Conneault, Ohio, Dec. 7, 1909, heading for Port Stanley with a cargo of coal cars, and was caught in a violent storm. Huge waves and screaming winds prevented her from reaching Port Stanley harbor. She was pushed back out into the lake and never seen again.

A few days later, a lifeboat with nine frozen corpses was found adrift near Erie, Pa. The sailors had left the ship without coats or protection against the weather. On board the lifeboat was a number of butcher knives from the ship's galley. The body of one sailor was found near Long Point about 20 miles southeast of Simcoe.

The Personality Parade

AMERICA'S railroads may be in economic trouble, but their executive staffs, don't show it. The Interstate Commerce Commission reported that while rail employment was down one percent over the year in January, the number of officials, executives and staff assistants increased nearly two percent during the same period.

WE'RE interested in the Pen Pals section of Railroad Magazine. By "we" I mean the members of Mrs. Kelley's class in Room E-1 at Glen Landing School, Little Glouster Rd., Blackwood, N.J. 08029. We will answer all mail. — Butler, 752 Cotswold Rd., Somerdale, N.J. 08083. (Ed. note: You should have told us your first name and age, also names and ages of classmates.)

A READER asks: Why don't you capitalize diesel? You capitalize Pullman and Mallet. Doesn't Rudolf Diesel rate the same courtesy given to George M. Pullman and Anatole Mallet? (Ed. note: We follow the style of Webster's New Collegiate Dictionary and The Reader's Digest Great Encyclopedia Dictionary.)

I DON'T KNOW what kind of survey you conducted on the subject of rail-girl photos before stating in the April issue: "Our readers don't want sweet young things grinning in engine-cab windows or merely standing beside railroad equipment facing the camera," but it certainly doesn't include me. So far as I am concerned, the more such pictures you publish, the more I like it. — Larry Lowenthal, 4801 Quality St., Fairfax, Va. 22030.

WHEN I renewed my subscription to your magazine and increased it to three years, I thought it would help get more railroad items; it seems there is less railroading and more girls' legs and shapes. The pictures on pages 17, 19, 20, and 25 in May issue were in poor taste. How about it, readers? — Ken Goodspeed, Westport Rd., Elizabethtown, N.Y. 12932.

Overseas Railroading

SOME newspapers had a field day at British Rail's expense about the modernization of the royal train, reports British Rail News. That train, which is used considerably, just had to be modernized. The decision to do so and to replace two coaches was, in fact, announced in the House of Commons in May last year. As railwaymen know, a lot of money is being invested in converting motive power to operate the air brakes and electric heating systems of modern coaches; it is essential that royal train vehicles should be compatible with these methods of braking and heating.

The two principal coaches of the royal train, vintage of 1941, are wooden-framed and built in such a way that conversion would be extremely expensive. The Department of the Environment gave authority for them to be replaced. The two coaches to be used were built as prototypes for testing the new standard Mk III InterCity passenger coaches. They will be converted during the next two years and fitted out in modern style to provide daytime and sleeping accommodation for the Queen and the Duke of Edinburgh.

Stories of wasteful luxury are not true. For example, the wall finishes are the same used in Seaspeed hovercraft; the carpet is of a type fitted in countless offices and other buildings throughout England; and the "special hand-stitched velvet seat cushions" so lusciously described in one newspaper are, in fact, the same as a popular suburban furnishing material. A new generator coach is being provided. The rest of the train is being modernized to bring it up to the standard required for operating today. The cost of replacing the coaches is a charge on the Treasury and BR is being paid for this in the normal way.

THE STORY is told of a girl college student visiting India, who went to a crowded railway station, looked in vain for an empty seat, and then sat down in a vacant compartment of an express train waiting for it to pull out. A courteous gentleman, who proved to be the stationmaster, served her tea. Sipping it slowly, she asked at length, "When does this train leave?" Her host replied: "As soon as you have finished your tea, madame."

JAPANESE NATIONAL RAILWAYS have imposed a "no smoking" ban on passengers during rush hours at 16 stations in the Tokyo area and may extend it to other parts of the rail system.

Brakeman enjoys perch on Bonhomie & Hattiesburg Southern No. 250, just east of Hattiesburg, Miss., on Oct. 12, '53, as morning freight heads for GM&O interchange at Beaumont.

Gordon S. Crowell, General Electric S.A., Casilla de Correo 360, Montevideo, Uruguay

DIESEL power will be used if the proposed 620-mile railroad is built between iron ore deposits in northern Brazil and the Atlantic Coast in connection with mining operations due to start in 1978.

A PASSENGER train with tilting body units, capable of speeds up to 137 mph, is being tested on the mainline in Sweden.

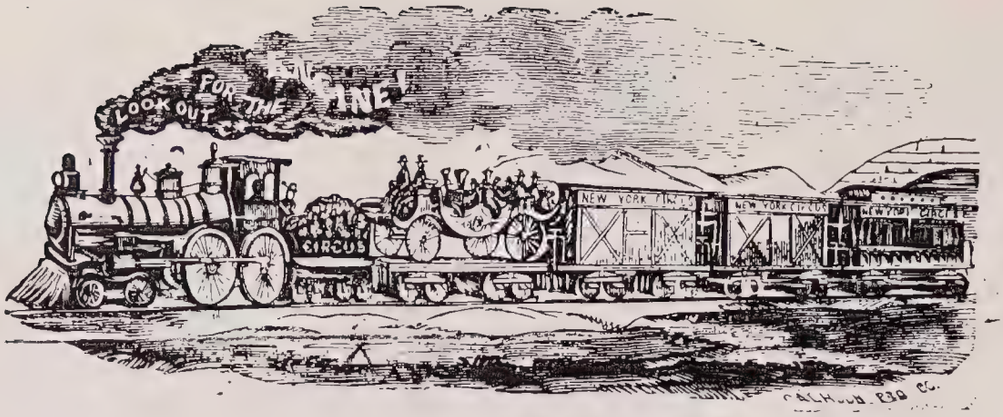
IN HOLLAND, a famous item is cheese, and the weekly cheese market at Alkamaar is a summer special for which the efficient Dutch railway system runs a "cheese express" from Amsterdam. Question: is that the world's only cheese express train?

EURAILPASS purchasers who intend to include France in their railway activities this year are in luck. Although French railroad fares recently went up, Eurailpass holders will not be affected. Pass prices, ranging from $130 for two weeks to $330 for three months are guaranteed until the end of the year.

A YUGOSLAV engineer and his assistant admit they were asleep at the controls of an express train that crashed on the approach to Zagreb railway station last August killing 153 persons. Nikola Knezevic and Stjepan Varga, both 42, told a district court in Zagreb, Yugoslavia, where they are charged with negligence, that they had dozed off through sheer exhaustion.

They said some engineers work up to 400 hours per month, which can keep them in the locomotive cab for 50-hour stretches. Long hours of overtime were necessary because of the shortage of qualified engineers on Yugoslavian railways.

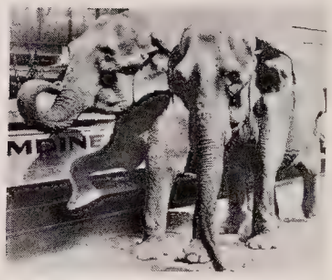
Incidentally, the national rail system will get a $3½ million radio communication system. The dozens of isolated yards and stations in that country's rugged mountainous area will be linked together with a high-frequency, single-sideband network. An American concern, Harris Corp. will provide 1,000-watt transmitters, radio receivers, teletype equipment, and maintenance facilities; also a training program for Yugoslavian railway technicians at Harris's RF Communications plant in Rochester, N.Y.



L. B. Lentz' New York Circus, in 1866, was first circus to make a really successful rail trip.
All pictures on these two pages from author's collection

The Great Days of

CIRCUS TRAINS



by Freeman Hubbard

AT MIDNIGHT on a long-gone Sunday, years before the Ringlings merged with Barnum & Bailey, the five brothers closed a Chicago run, finished loading their personnel, animals, and equipment on a train of three sections, thirty cars each, and headed for Clarksburg in the rugged mountains of West Virginia. The year was 1913.

Circus trains move slowly. They have to, with a herd of elephants on board. At least one big wreck was caused by elephants shifting their weight in a tall-sided car rounding a curve. And so, for forty-one hours, the Ringlings' caravan rolled eastward on Baltimore & Ohio rails through Indiana and northern Ohio, down through the flooded districts of the Buckeye State, and finally across the muddy Ohio River into Parkersburg, W. Va.

There it halted. A series of tunnels checked progress southward. The circus trainmaster cast a nervous eye on the huge cars which held the elephants, glanced toward the giraffes, and then consulted the station agent.

"Get me the measurements of all the tunnels we have to go through," he said. The agent wired the division super's office.

Back came the answer, "Smallest inside dimension 8 by 11 feet."

Well, that did it. The elephant cars from roof to rail-tops measured twelve and a half feet. Obviously, the road was blocked.

"Can't we get to Clarksburg without using tunnels?" the circus man asked.

The agent grinned feebly. "You could detour 150 miles, maybe 175."

That would mean five or six hours delay, not to mention $800 to $1,000 in extra transportation cost. However, most of the cars could use the tunnels, so only the larger ones were cut off and routed over the detour.

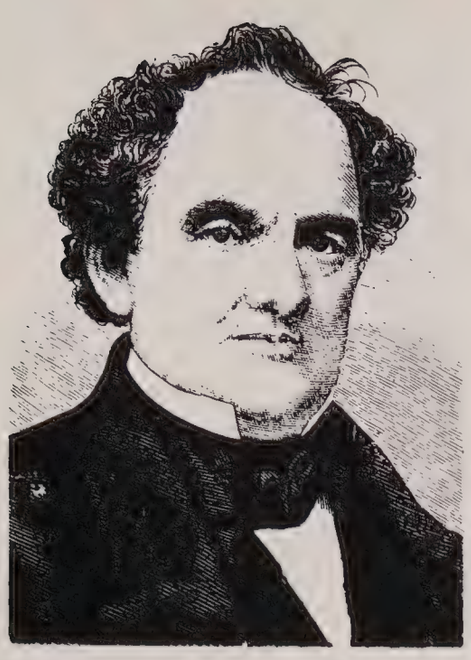
It was then nine p.m. But the night's headaches were not ended yet. That longer route for the big animals had numerous sharp curves and grades. The heavy circus cars were reinforced by chains to girdle them to the track in case of accident. This interfered seriously with their balance on sudden curves, so they had to come off. That killed another hour.

Today, such a delay would not occur. In the first place, the railroads have since daylighted or enlarged many tunnels and built cutoffs to ease the grades and curves. And the shop people have learned so much from nearly 120 years of traveling by rail that they now check on details like clearances months before they load up, even more so than they did several decades ago.

PRIOR to 1856 all circuses were small one-ring affairs that moved by wagons over dirt roads. They often bogged down in thick mud and at times found that a bridge they were supposed to cross had been burned by some rival show. William C. Coup, a tavern-keeper's son who ran away from his Indiana home to join a wagon show, commented:

"It was bad enough to sleep only four hours out of the twenty-four, and be crawling along at a snail's pace. Then it starts to rain. Finding the road blocked is the last straw. It means retracing the way back to the fork of a road, maybe miles in the rear."

The first pioneer in transporting a circus by rail was Dr. Gilbert A. Spaulding, a New Albany, Ind., druggist and part owner of the Spaulding & Rogers show. After operating a circus boat, The Floating Palace, up and down the Ohio and Missouri rivers, Dr. Spaulding made a bold decision. He rented some railway cars, loaded his entire show on them, and set off on a new adventure.



Famed Phineas T. Barnum, world's top showman, made a big gamble in 1872 when he began his circus tours around the country by railroad.

There were no Pullmans in those days, 1856, few standard-gage tracks, and no conveniences. Show people, inventive souls, took planks into the coaches, laid them across the seats, and slept on them. Usually their slumber was broken two or three times a night. When the train reached a junction point where the gage changed, they had to unload the circus and load it onto the cars of another railroad. Which was rather exhausting, to say the least.

The tour proved to be a nightmare, but it made history. Ten years later another daring showman, L. B. Lentz, planned a railroad route for his New York Circus that would avoid frequent changes of gage. He advertised this venture as the "First summer tour per railway to a few of the principal cities and towns in the State of New York." In 1867 his ads boasted of the "Second triumphal tour by rail."

The ice having been broken, other shows took to the iron trail. First to travel by rail to California was the great W.W. Cole show, in 1873. Then John H. Murray's Railroad Circus used the railroad to astound New England and Canada's maritime provinces.

But it was not until 1887 that a railroad show, Howe's London Circus, toured Mexico. The longest circus rail jump on record, 2,200 miles from Halifax to Winnipeg, was made by the Nickel Plate Circus owned by W. H. Harris.

Meanwhile, William Coup had become assistant manager of the Yankee Robinson show, one of the first circuses to use canal boats. Coup was so much impressed by the possibilities of a railroad circus that in 1870 he wrote to P.T. Barnum, then living in semi-retirement at Bridgeport, Conn., asking him to put together "a great traveling attraction."

Barnum demurred, but at length said yes and hired Coup as manager of the new enterprise. Their circus opened in Brooklyn, N.Y., on April 10, 1871. The next year it took to rails. Until then the Barnum show had been hauled from place to place by teams of 600 horses, but P.T. agreed with Coup that "steam cars" could be more profitable because they'd skip the small towns.

AFTER being turned down by several railroads on the plea that they couldn't furnish switching room for a circus train, Coup induced the Pennsylvania to cooperate. He picked New Brunswick, N.J., as the first loading place and Trenton as the first stopover for the new train. Barnum's circus rolled out of New Brunswick in a long line of brightly painted cars.

"The only mishap we had on that trip," Bill Coup reported, "was an unlucky camel slipping off a runway and breaking its back."

"But," he added, "you can't possibly imagine the amount of labor involved. I never took the clothes off my back from the time of first loading until we reached Philadelphia, our seventh stop! During all that time I was actually teaching the men the art of loading and unloading."

The ingenious Coup devised a system of his own for safely and quickly loading and unloading the ten-ton wagons, elephants, camels, and horses. This consisted of sheet-iron plates between connected flatcars, inclined runways, snubbers and hook-ropes, and stock-car gangplanks, a system which is still in use today.

Regarding that first rail tour, he wrote: "At Frederick, Md., in order to load we had to remove all the brakes, which yardmaster refused to do. I showed him my contract, wherein the Pennsylvania Railroad had agreed to remove all brakes; but he still refused, so finally I resorted to strategy.

"I invited him to a restaurant, and while we were absent, by a pre-ar-

Advance guard of Barnum's Circus was eye-catching car jammed with lithographs, bills, paste pots, slap brushes, and step ladders.

ranged movement, my boss canvasman wrenched the brakes off; and when the yardmaster and I returned, the train was almost loaded. Of course, I pretended to be angry at such conduct, but our point was gained. As the brakes were easily replaced, we made the next stop all right."

Mr. Coup moved this circus in 61 cars rented from the Pennsy; but the equipment was unsuitable, so he ordered new, longer cars of standard height from carbuilders, and these were built within a few months.

Said he: "We had Pullman cars for the artists, sleeping cars for the laborers, boxcars for the entire staff, palace cars for the horses and other large animals, and platform cars for wagons, chariots, cages, and carriages. This was the first railroad show put together with its own cars."

Barnum usually refused to travel on the same train with Coup because, as he put it, "If we both get killed the show will be without a head." Years later, after their train had run away on a down grade between Indiana, Pa., and Blairstown, Pa., Coup had all their cars equipped with airbrakes.

Meanwhile, Coup had organized half-rate Circus Day railroad excursions, which brought thousands of people to the show grounds from towns beyond the normal reach of horse and buggy. Wherever the big top went with its streaming Barnum banners, curious men, women, and children flocked to see the spectacular train. And whereas, in the past, much time had been lost in travel, all moves were now made at night, with long jumps from one big population center to another.

The new ideas paid off, thanks to Bill Coup and the railroads, and eventually created the first three-ring circus, with a famous slogan, "The Greatest Show on Earth."

BARNUM'S biggest rival, Ringling Brothers, didn't take to the rails until 1890. The following season they expanded to a three-ring show and a Roman pageant, with 130 horses and a twenty-car train.

In 1903, after both P.T. Barnum and his partner had died, the Ringlings bought the entire Barnum & Bailey Circus, but for years operated the two shows separately. In the summer of 1918 America's railroads served notice that they could not continue to handle two big circuses during wartime. That forced a decision whereby in 1919 the two shows were merged. At first the combined shows had 100 cars on their train, but in time they cut the number to ninety.

In addition to Ringling-B&B, the Clyde Beatty outfit for years was the only North American circus that owned railroad cars after the collapse of two famous shows, Cole Bros. and Dailey Bros. Beatty won renown as a wild-animal trainer. He went ito business for himself in 1946 by buying the Russell Brothers Circus. The latter had been a motorized company but, in 1945, had "gone railroad" by buying fifteen cars from a defunct carnival.

During its first season, the Beatty show moved on two 70-foot stock cars, seven flats (mostly 72-footers built by Warren), and six coaches. (Circus people usually refer to their passenger cars as coaches, even though they are equipped with permanently placed berths.) Those 15 cars could not hold all of Beatty's personnel and property, so he had to carry his side-show and concession equipment by trucks on the highways. In 1947 he eased up on train space by replacing one of his private cars with an additional flatcar.

The following year he rebuilt his show, buying new and larger wagons, and dropped another private car so as to get an extra flat to carry them. You see, railroad rates for transporting circuses are based upon multiples of five. If you want to move 17 cars, for example, you pay the same price you would pay for hauling 20 cars. Maybe it doesn't make sense, but that's the situation.

Later, Beatty continued to limit his circus railroad cars plus several trucks, although he was under constant pressure to enlarge it. He didn't feel that the use of 20 cars would justify the big increase in freight charges.

One of his four coaches was used by performers, another by ushers, bandsmen, concessionaires, and ticket takers, and the third by tent and seat men, the train crew, and animal handlers. The fourth was reserved for show executives, with the Beatty family occupying half of it while on the road. With Beatty's death, however, Ringling

Photographs from the author's collection

Unloading a circus in 1956, the last year the Clyde Beatty outfit moved by rail. In early days, elephants or horses pulled gaily-painted, ornamental wagons down a ramp from long flatcars. Today, no circus flatcars are operated anywhere, except on run between Baraboo, Wisc., and Milwaukee each year for a 4th of July parade. Two years ago Southern's Mikado 4501 played big part in parade.

In the bright noontime of splendor of circus and steam power, Norfolk & Western 1487 is wheeling "The Greatest Show on Earth."

Photographs from the author's collection

B&B became the only circus in the world to use a train of its own cars.

BECAUSE interstate laws restrict passenger trains to 20 cars, most circus sections were handled as freight. For years the Ringling Brothers and Barnum & Bailey Combined Shows used 80 cars, 23 of which were "home, sweet home" for the circus personnel. Each employe, aside from the executives and a few stars, had a bunk 74 by 44 inches, with a locker at its foot, in the reconditioned Government-surplus hospital cars.

Midway in the train was a glamour car — for girls only. It had 38 berths and a large padlocked closet in which each lady was given space for one basic dress; basic, in this case meaning street clothing. The women who used this car were mostly show girls, minor aerialists or equestriennes, and the like. It was a no-man's land.

Old-timers recall days when occasionally a man would sneak into a women's car. There's a legend that around the turn of the century a 17-year-old bareback rider, Marie Dupre, slim and saucy, entertained so many men on the Dale & Dale Circus train that she was known as a "love cheat." The circus men's wives hated her.

This went on for some time. Then, one night, while the train was running through Illinois, we are told, two shots rang out in the darkness and the sex-hungry Marie was found dead in her berth! Beside her body lay a handsome mustachioed animal trainer, fatally wounded. The case seems to have been quite a mystery. It was not cleared up until years later, according to reports, when a dying man who had left the circus to join a carnival confessed to the murder, motivated by jealousy.

No scandal that we know of attached to the modern glamour car. What happened on the D&D train, if true, was long, long ago. A maid chaperoned Ringling-B&B car. Its occupants were girls of reasonably good reputation. Adorning the bunks were gay pillows and matching bed covers, with cretonnes, chintzes, and pictures on the walls. Clocks ticked merrily on tiny shelves. Here and there a family photograph, a flower on a window sill. Home on the rails.

Like the other personnel cars, this one always had a double row of berths. It was never made into seats for daytime travel, because circus trains run almost exclusively during the night. Each morning, after the car was vacated for the day, the maid swept and dusted the cubby-holes in which the gals slept two in a bed. The car was kept clean and dainty. Instead of the customary Pullman-green curtains, it flaunted brightly-colored drapes, usually made by the girls themselves.

Some of these girls were ballet dancers or musical-comedy hoofers who signed up with the circus when there were no openings in their own fields. After all, the circus is show business. Maybe next year they'd get a better break. Since they lived in a railroad car for the entire season, and the car had neither a tub nor a shower, you may wonder about these exquisite beings in brief sparkling skirts or pale tights with irridescent bodices — how did they manage to keep clean?

"Ah," said one of them, "that is our secret. But if you must know, we bathe out of water buckets in the women's dressing tent and we pour water on each other."

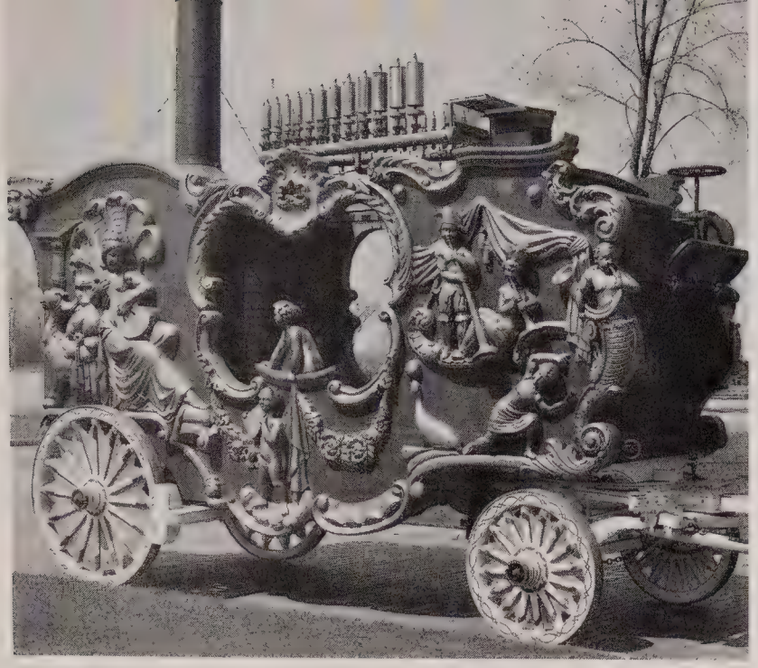
So that's how it was. Prior to 1919 the circus coaches were wooden, with poor ventilation and with dim lighting in the toilets, "Ladies" and "Gents," at each end. Train space was so valuable that not even the solo performers in the center ring were given private compartments. Every inch counted.

A FEW circus owners, like James A. Bailey and the Ringlings, had private cars, while some top exec-

LILLIAN LEITZEL
Darling of the Circus World

Probably the big top's greatest star, this dainty little aerialist was the first performer to be assigned an entire car in a circus train, as well as a private tent on the lot. One night in 1931 the brass swivel on her supporting rope snapped and she fell to death. Lillian is sleeping out eternity at Ingleside, Calif. A monument over her grave, sculptured in white Parian marble, has Death's angel bearing aloft her beautiful naked body. Her husband, Alfredo Cordona, also an aerialist, committed suicide and his ashes were buried alongside hers.

Photographs from the author's collection



(Left) No circus parade was complete unless it had an ear-splitting steam calliope at the end. This one was a gilded and red work of art with brightly painted wheels. (right) Circus wagon, with its allegorical carvings, represented America. Countries on our continent were represented on the 12 side panels of this float. (bottom) Typical circus train of years ago, showing wagons and tent poles on flatcars.

Collection of C. P. Fox, Circus World Museum, Baraboo, Wisc.

utives boasted staterooms. Other circus personnel were crammed two in a bunk, in three tiers, and both sexes used the same dressing tent, with a strip of canvas separating the men from the women. There were, of course, separate cars for married couples and for single men and single women.

Then in 1919 the aerialist Lillian Leitzel demanded and received from Ringling Bros. an entire Pullman for her own use — the first time in history that any performer was assigned a private car. Not only that, but Lillian received a luxurious private dressing tent on the circus lot. And, being a musician as well as a trapeze artist, she carried a piano in her private car. This combination of rare honors made her the envy of all other circus stars, not only those in the Ringling outfit but elsewhere as well.

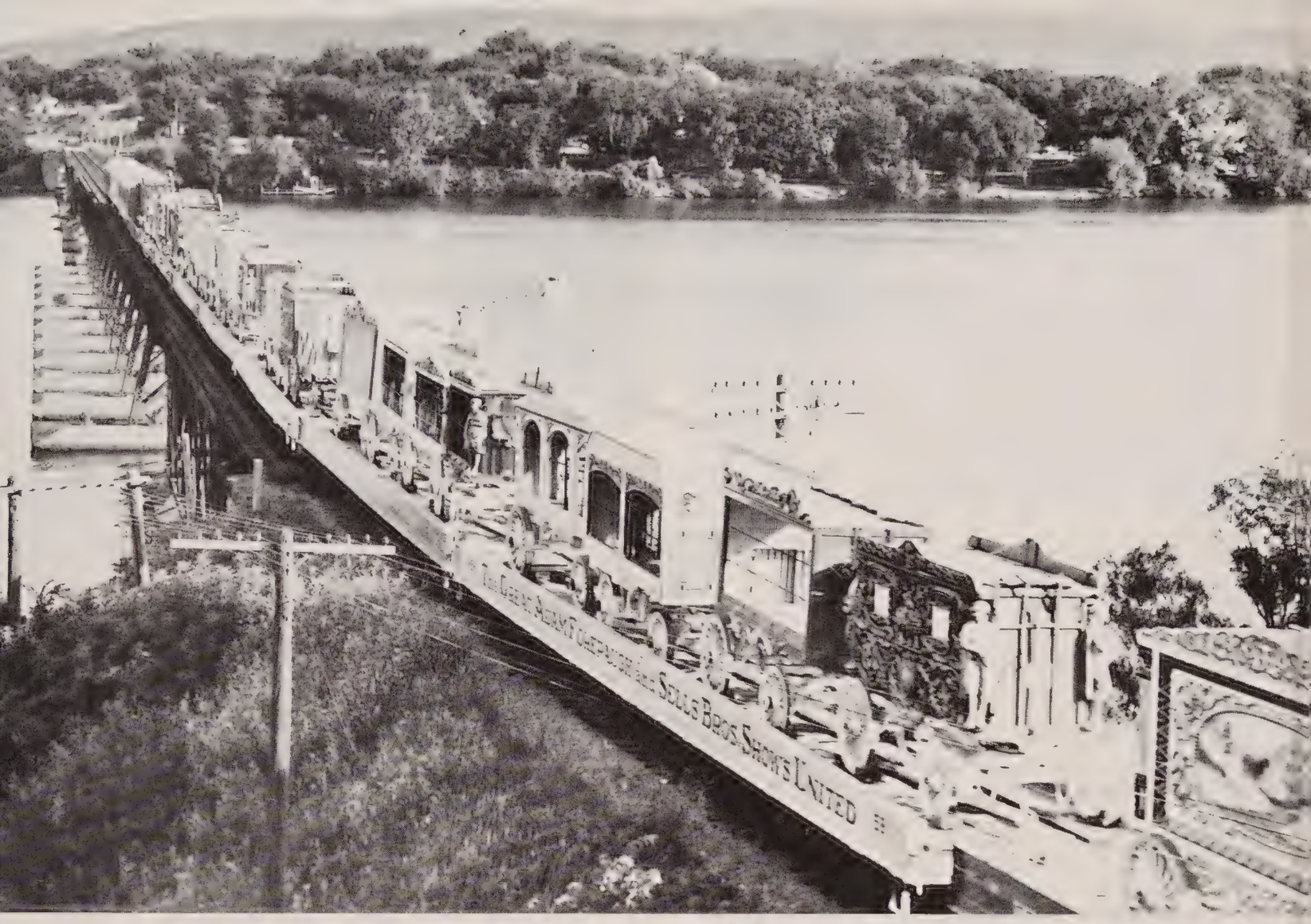
Lillian was worth it. She was, perhaps, the greatest circus star of all time. Darling of the canvas world, she was audacious, dainty, and quite tempermental. Only four feet ten in height, she weighed but 94 pounds. High up in the big top she'd turn her lithe body around and around, over her arm, often as many as 75 times in a single performance. It was a feat of endurance as well as grace and skill.

Once she remarked gaily, "I will live forever because neither the Lord nor the Devil will ever claim me." But on the fatal evening of February 13, 1931, while she was doing her famous act high up in the Viennese Music Hall at Copenhagen, Denmark, the brass swivel on her rope snapped and, with no net to catch her fall, Lillian plunged to death.

They buried her at Ingleside, Calif., and over her grave they erected a monument of white Parian marble, with the classic charm of ancient Greece. It represents the Angel of Death bearing aloft her small and beautiful naked body.

Her husband, Alfredo Cordona, also an aerialist, thereupon married a trapeze performer named Vera Bruce, no doubt thinking to find in her another Lillian Leitzel. But the union ended in tragedy. The frustrated Cordona shot and killed Vera and then himself. In accordance with his last wish, his body was laid to rest beside the ashes of his first love.

A YEAR after Lillian Leitzel obtained a private car on the Ringlings' train, May Wirth, a famed equestrienne, pursuaded the Ringlings to assign a



Colorful wagons of many great circuses are borrowed from Circus World Museum at Baraboo each July 4th and taken to Milwaukee.

Pullman apartment — living room, two bedrooms, kitchen, and bath — for herself and her family. Later, the Ringling-B&B train boasted about 40 private sleeping compartments as well as special dormitory cars for single women, one for single men, and one for married couples. Also separate quarters for employes below the rank of executives and stars — such as musicians, freaks, and roustabouts. The fat lady, the giant, and the midgets slept in beds suitable for their size.

In the heyday of circus glory, the total number of cars owned by a show included the advance advertising car, if there was one, which moved on the same railroad contract even though it may have run two weeks ahead of the circus itself. But changes began shaping up. In 1955, for the first time since the Barnum show took to the rails in 1872, it sidetracked its advance car and substituted trucks and station wagons for publicity and advertising use. And the Clyde Beatty outfit, the only other American circus which until a few years ago owned railroad cars, motorized advance equipment for its billposters for years.

The reason for this trend were twofold. Circuses cut down on their outdoor advertising and thus hauled fewer billposters. But from the railroading viewpoint, the other reason was more important. The cost of rail movement climbed so high that Ringling-B&B, for instance, decided to use its eightieth car on the show itself rather than "waste" it on publicity.

The season opens not in April, as you might think, but in a shivering January. It is then that the circus executives begin poring over maps, charts, and facts and figures on business trends, population, and general regional disasters. A season's tour often covered 20,000 miles or so. Its planning is more complicated, even, than graphing a railroad timetable and it takes weeks of sustained effort.

A circus general agent must be acquainted with railroad traffic managers and yardmasters. He must know about roadbed conditions, grades, mileages, yards, bridges and tunnels, distances between the big population centers, and railroad connections. He is the transportation boss, the real railroader of the show. The circus trainmaster, a lesser official, supervises loading and unloading.

In springtime, when the show train rumbles out of winter quarters, its itinerary is lined up for seven months. Of course, a sudden misfortune along the way may cause a change. A flood, for instance, or a wreck of the train itself. Hardship-ridden localities are skipped till later in the season or till the following year.

WHILE the route-makers are delving into financial, geographical, and railroad data, the big top's advertising department begins ordering its dazzling posters and cards for the coming season.

In the days when circuses staged their performances under the big top and had street parades, after the general agent had picked a city or town where the circus would play, he sent a contracting agent there to rent a lot

and get a license for the performances, in addition to a parade permit. The assistant also signed a contract with a railroad company for that town and others along the route. Usually this was done months before the first advance railroad car — or the advertising trucks and station wagons — hit the road.

The advance car was jammed to the ceiling with lurid billposters and window cards, photographs and press releases, paste pots, slap brushes and step-ladder, even a typewriter, and provided sleeping quarters for the staff. It stayed in each town the same length of time that, later on, the show itself would stay. As a rule, only one day. During that active day from eight to 100 flaming lithographs were posted in the town and its environs — but no barn was used without the owner's written consent. For large cities, a big circus would operate two advance cars.

The next representative of the sawdust trail to show up in the bill-plastered community was a "24-hour man," so termed because he appeared the day before the big top. This busy individual checked on all contracts for rail transportation, food for the circus army, feed for the animals, water, sawdust, parade route, permit, and so on. He knew, for example, where to find enough dirt at an hour's notice to fill in a 15-acre lot in the event of drenching rain. Sometimes he had to revamp a railroad crossing — and quickly — by laying planks between rails.

Years ago, the personnel often had to walk a mile or more from the cars to the lot in early morning. Sometimes, while the afternoon show was going on under the big top, switchmen would shunt the cars to different sidings. Then at night when the trapeze artists, clowns, animal handlers, and other circus folk returned to their cars they'd need a series of kerosene flares to guide them to the new location.

That era passed. Then it became common for a bus to shuttle between the railroad siding and the tented city. Before the 24-hour man went to bed he set his Big Ben so as to be awakened when the first section of the glittering train pulled into town between four and five a.m. with the "cook house," horse tent, and acres of canvas.

One day the Atlantic Coast Line cut 24 hours off regular time for hauling the Ringling Brothers-Barnum & Bailey Combined Shows about 1300 miles from it winter quarters at Sarasota to New York for the grand opening. This surprise caught the publicity boys with their pants down, so to speak. The unpardonable sin in that department is to be a day late with your alerts to the metropolitan newspapers and radio stations on the arrival of the "Greatest Show on Earth."

Well, on that day you should have seen the frantic exodus of press agents and reporters from Eighth Avenue bars. One agent, lost in Harlem, had glimpsed by chance the first section rolling into the New Haven's Mott Haven yards near the Harlem River and had given the alarm. That indicates how close a race it was.

MAYBE you picture the circus people as starting to load their train at the close of the night show. Not so. Loading began when the noisy calliope on the rear of the morning parade returned to the lot. Equipment which would not be used in the day's two performances was taken back to the train, and the loading got under way.

The cook tent was dismantled as soon as the last of the circus people finished their late afternoon meal. Tables, benches, dishes, and so on were placed on the first outgoing section of the long train. That section was miles out of town before the evening show ended. No meals were served on board but each section had a "pie car" which dispensed snacks.

The movement of circus and carnival trains was arranged months in advance of the actual runs. Contracts guaranteed that the carrier would deliver the train at its destinations in ample time for the opening performance. On the day of movement, the railroad men involved were tense. Extra train and engine crews were called. Each section moved as a solid unit.

Largely because of the section's immunity to handling and switching en-route, dispatchers highballed it with a minimum of delay. And how did the dispatchers feel about it?

"Naturally," said the late Thomas O. Acree, a Southern dispatcher, "any special movement over a division will, to some extent, disrupt normal procedure. Even on double-track, or on single-track equipped with CTC, the circus train was a bit of a nuisance, while on single-track without CTC and guided primarily by train orders it was a real problem.

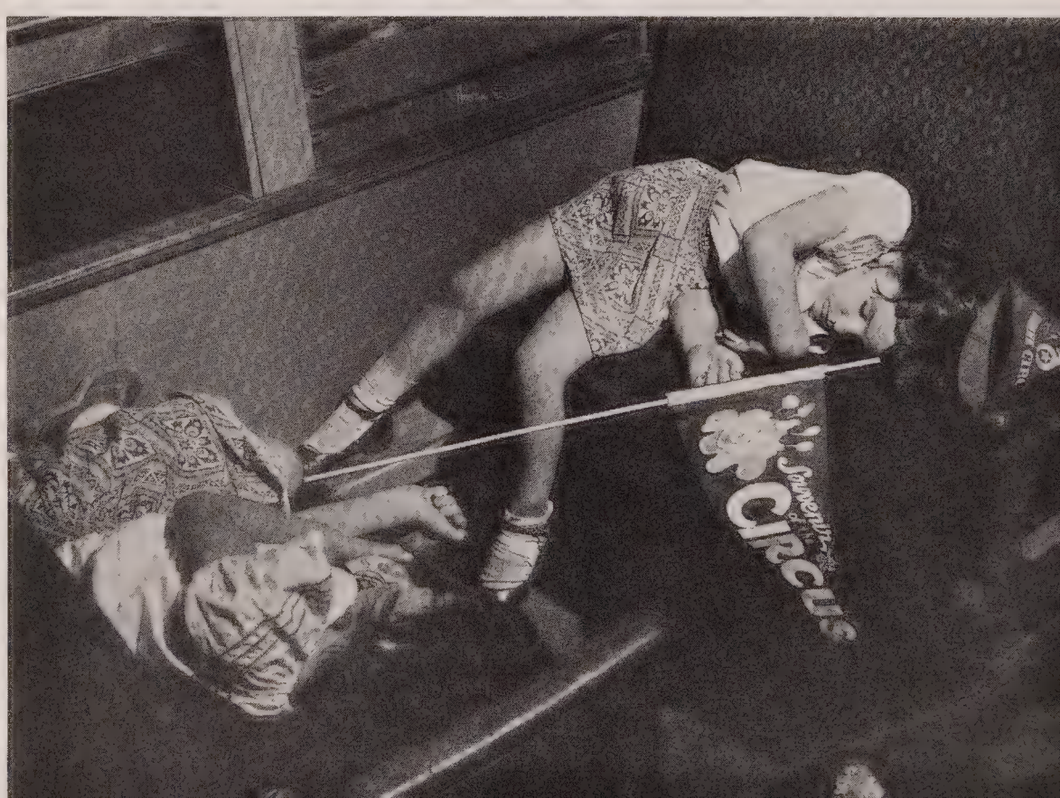
"No dependable time was set for the various sections to leave their initial station. This often resulted in the changing or annulling of outstanding train orders, which delayed the service. Then, too, because some cars were antiquated, a dispatcher was never surprised when one of the sections tied up a division with a hotbox, a broken knuckle, or a yanked-out drawhead.

"Besides, circus trains were not permitted to travel as fast as redball freight. That is because some of the gaudily painted wagons loaded on flat-cars were topheavy and because of the presence of animals, wild and domestic. Circus-train wreck cost the carrier plenty of money."

ONE NIGHT in August 1882, before days of the Westinghouse airbrake and the automatic coupler, the Sells Brothers Circus train descended one of the Louisville & Nashville's steepest grades en route from Richmond, Ky., to London, Ky. Unknown to the engineer, a

Western Pacific Railroad photographs

Scene on WP special after great day at Polack Bros. Circus sponsored by Shriners.



link-and-pin coupler broke, cutting the train in two. Just before he reached the bridge over Paint Lick Creek he slackened speed, and the latter part of the train crashed into the first part. Many cars rolled down the embankment to the creek.

A locomotive, running light, picked up two doctors and rushed them to the spot. One of them, Dr. J. B. Kinnaird, had this to say:

"The cars and contents were demolished. A heap of dead and dying, the howls and roars of frightened wild animals, the confusion in the dark, and the cries of dazed men and women made an impression I can never forget. We reached the scene of disaster just in time to witness the corralling of the lions and tigers. The big cats had escaped but were driven back into their broken cages by pitchforks and the cages were covered with canvas.

"Three persons had been killed by the crash and others were injured. On the body of one man we found an affectionate note from his sweetheart urging him to come home in time to attend the circus!

"Among the show equipment destroyed were an electric-light plant — an innovation at that time — and the gilded band wagon, ornamented with carved figures of gods and goddesses, dragons and gargoyles. Some of those figures may be found today in homes all over Garrard and Madison counties, used as parlor decorations."

Walter L. Main always believed that the wreck of his train on May 30, 1893, near Tyrone, Pa., was caused by the elephants Jennie and Lizzie, in a tall-sided car just behind the tender, shifting their ponderous weight while the train was rounding a curve on a downgrade at high speed.

The circus had completed a one-day stand at Houtzdale, Pa., and the train — 17 cars in those days — pulled by engine 1500, was speeding along a Pennsy branch line when the elephant car toppled over at McCann's crossing. In a split-second the following cars left the rails with a thunderous crash of splintering wood and twisting steel.

All the cars except the three sleepers and the caboose plunged over a steep embankment, killing five men and injuring ten. Thirty-nine horses and ponies, two of them rosinbacks (trained horses of bareback riders) perished in the smashup.

Lizzie's head was pinned down by wreckage. As soon as men began removing the obstructions, the mighty pachyderm arose to her feet, unhurt, and shook off the large timbers like straws. Jennie, the other elephant in the first car, was slightly lamed by the wreck.

The elephants pulled up turf and threw it high in the air to show their disapproval. Monkeys escaping to nearby trees, kept up a constant chatter while the rescue work went on. Women bareback riders sobbed as they bound up the wounds of trembling white Arabian horses.

A Royal Bengal tiger sprang for the neck of a zebra, which escaped by a quick sidestep. Later the big cat killed a sacred white ox from India, belonging to the circus, and a common cow on a nearby farm, before it was shot dead. The circus owner, Walter Main, saw that a huge ape had taken posession of a stump and was bearing its teeth at anyone who approached. He asked a Negro roustabout to lasso the brute.

"Jasper, you go over and see what you can do. He won't hurt you."

"I knows he won't, Mr. Main," Jasper replied, "'cause I ain't goin' anywhere near him."

Some animals fled to the woods and thus furnished the basis for countless tales. For example, a mail carrier driving his two-horse team along a lonely road caught sight of a panther, and as late as 1898 a kangaroo was seen hopping around in the mountains near Tyrone!

The bodies of two men killed in the wreck, unclaimed by relatives, were buried in a local cemetery and The Billboard magazine placed markers over them. Since then it has been a custom for a circus playing Tyrone to lay flowers there. Show people, like elephants, never forget. Al Ringling, one of the celebrated five brothers, knew where his old troupers were buried and whenever his circus played such a town he would decorate their graves.

ONE smashup is recalled by railroaders as a "lucky" wreck. On June 27, 1930, the train was carrying the Al G. Barnes Four-Ring Wild Animal Circus on Canadian National rails en route to Charlottetown, Prince Edward Island. It was on a dark, rainy, Saturday night.

"After loading 25 big heavy wagons onto the flatcars in a drenching rain, we were all tired," said the assistant trainmaster, George B. Genac. "I rode the caboose. As we started I noticed that, due to the storm, the roustabouts (laborers) headed for the sleeping car instead of wrapping up in blankets under the wagons on the flats, as they usually did.

"By daylight the rain ended and we

were nearing the bottom of the grade going into Canaan, New Brunswick, at a 55-mile clip, when I went out to the rear platform. Suddenly I was hurled down into the cinders!

"Glancing up, I saw the sleeping car rise in the air, crash across the decks of three flats, and then dive into the corner of a tool shed, slanting upward at a crazy angle! I ran over there. I knew 80 men were in that car, sleeping at close quarters.

"When I reached the car I heard nothing. Just then the water tank in the roof gave way, pouring water into the car Somebody yelled: 'Get up, everybody! The ferryboat's sinking!' And then, to my happy surprise, all 80 men scrambled out, unhurt! That was one rare time when rain was lucky for a circus."

"Lucky" indeed was this wreck, with no one hurt, on CN rails carrying Al G. Barnes Circus at Canaan, New Brunswick, Canada, in 1930.

Photograph from the author's collection

The most disastrous of all circus wrecks was caused by kidney pills. Alonzo K. Sargent, engineer of a westbound troop train on the Michigan Central, took some of the pills just before he set out on a run, and these, doctors said later, made him drowsy. Two miles east of Ivanhoe, Indiana, the train passed an automatic block signal set at caution, a red signal, and finally a flagman on the job protecting the second section of the Hagenbeck-Wallace show.

The troop train did not even slow down! Alonzo was asleep at the throttle. Like a mighty battering ram his engine, No. 8485, plowed into the rear of the circus special. The wooden cars crumpled like matchboxes and burst into flames.

Clowns, bareback riders, trapeze artists, and acrobats, many of them widely advertised veterans of the big top, p3rished in the grinding, shattering crash that night. Beauty, brawn, and skill were killed by the impact — a total of 68 men, women, and children! And 128 were injured.

The survivors were taken to Hammond, Ind., where they were to have given a performance that day. Instead of entertaining gay crowds, a pitiful group of circus men and women milled around a red gilt-trimmed bandwagon seeking word of their comrades. From behind the bars of the ticket-wagon window, the manager grimly compiled the casualty list. Survivors filed past the window to report they were still alive.

One of the clowns, Joe Coyle, wailed from under a mass of bandages. "There'll be no circus in Hammond tonight — the kids will get left this time!"

HUNDREDS of people, kids and grown-ups, who just can't resist a circus, turn out at daybreak to "supervise" the unloading. Many of them stand for hours.

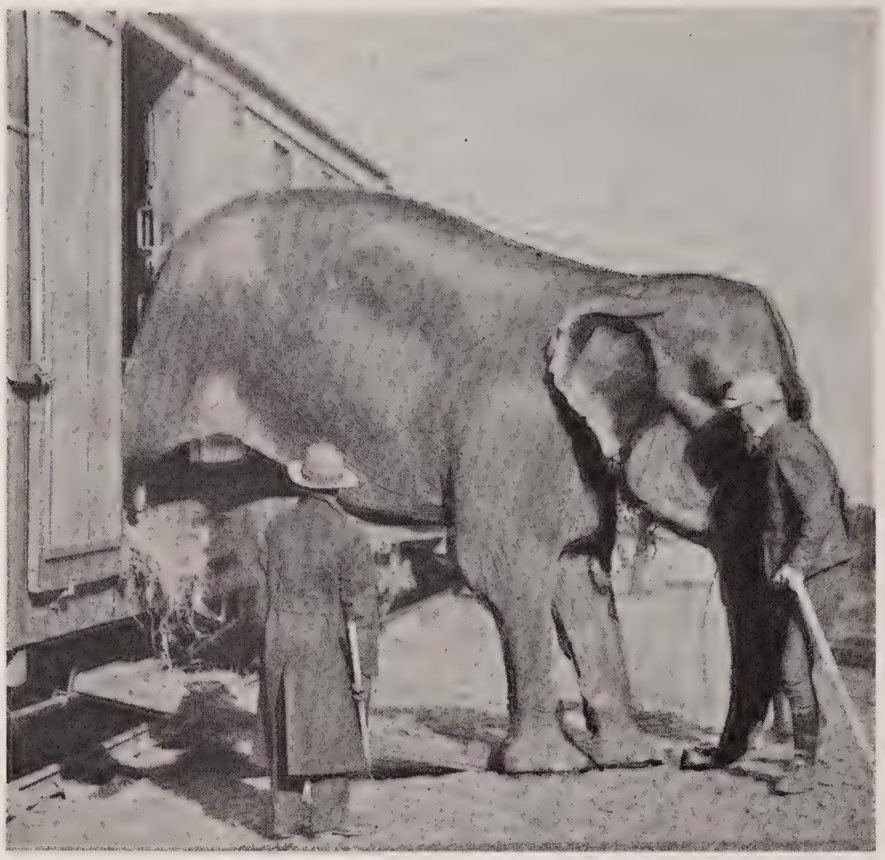
Have you ever watched the unloading of a Noah's Ark on wheels? The train scarcely came to a stop before it was attacked by a horde of roustabouts, each of whom had his appointed task and each of whom appeared as if by magic. Key men tooted shrilly on whistles, and the tremendous job of re-

moving scores of wagons from the flats was begun. One crew knocked the chocks out from under the wheels and unlocked the chains which further secured the wagons, trucks, and so on into position on the train.

Others pivoted flat pieces of steel across the spaces between the cars so that equipment could be rolled the length of the train. Cages were wheeled hollowly over iron runways between the cars. Horses stamped down the ramp from the long brightly-painted cars and began hauling striped, spangled wagons to where teams of sweating razorbacks would drive stages.

While this was going on, a shrill trumpeting from the train called attention to the elephants. These great animals rode in huge barnlike stock cars and began pouring out of the doorways. In less than one hour's time from arrival the 70-foot flatcars were picked clean of their cargo.

Each wagon had its number and allotted place, and was placed to the best advantage for convenience in unloading and for utilizing space. A wrongly packed vehicle would cause endless confusion and delay.



"Here come the elephants!" For many people they are the most thrilling part of any circus. In fact, a show without at least one elephant would not be a circus.

DID YOU ever hear of a circus train "going to sea?" That is what happens when Ringling-Barnum & Bailey outfit visited Long Island. You see, the Long Island Rail Road had a direct interchange only with the New Haven line at Fresh Pond. All of the LIRR's other interchange was by car float.

In 1952 and '53, when "The Greatest Show on Earth" visited the Island, it came from points in New Jersey via the Pennsy. The trains were broken into segments at Greenville yard to be floated across upper New York Bay to the LIRR;s Bay Ridge yards.

The trainmaster had to remember that in the floating operation the cars would be turned around. If he loaded and dispatched them in the usual order they'd face the wrong way at the stub and unloading tracks. Thus the tractors and other unloading motive power aboard the flatcars would be bottled up at the opposite end of the unloading ramp.

In 1952 this worked out fine. But in '53 there was haste to get the circus to Greenville and across the bay before a gale came up and somebody on the Pennsy forgot about the unloading. Half the circus equipment was turned the right way, half wrong.

And so, after receiving half the cars at Bay Ridge, before the tide got too high, LIRR crews had to spend several hours turning the extra-long cars on the wye at Fresh Pond and reassembling the train before sending it on to its destination.

The tide rose rapidly, while the rest of the equipment, including all the animals, was crossing the bay. It got so high that the floats carrying the cars couldn't be docked at Bay Ridge and had to ride the choppy water of the bay for hours. As a result, the circus lost so much time that it had to cancel its afternoon show.

UNTIL a few years ago, the biggest circuses owned their railroad flatcars, stock cars, and sleepers, and moved in freight service. Lesser outfits, known as car shows, consisting only of baggage and sleeping cars, moved in passenger service. They almost never called themselves rail shows.

Instead of moving on a freight contract, car shows bought a certain number of first-class passenger tickets. This purchase entitled them to use Pullmans and baggage cars.

In 1918, when the show car owners organized to fight a rate increase, The Billboard figured 320 cars were owned by shows in passenger service. Most of them were two-car circuses. The others included minstrel shows, "Uncle Tom's Cabin" troupes, magicians' shows, Wild West outfits, carnivals, and even tented movie shows.

Most of these outfits hit the skids in the 1920's, mainly because railroad rates got out of hand. Besides, the elimination of many local passenger runs left too few trains to which shows could couple. It was no longer possible to keep to a tight schedule of one-day stands. The last two-car circus passed out in 1936.

About that time a new kind of car show appeared. The indoor kind. These owned no railroad cars. They moved only elephants and horses plus a limited amount of rigging, properties, and trunks, as well as the personnel.

Among the circuses traveling this way were Polack Bros., Hamid-Morton, and the Orrin Davenport. Each played major cities and generally remained several days in a location, so there was little difficulty in making their schedules fit railroad timetables.

But during the "golden age" there were at least 25 railroad circuses. By 1920 there were fifteen. In 1929 a dozen circuses were being moved by rail in the States and Canada, using a total of 345 cars. The Depression cut this number to three, with 165 cars, in 1934. Then a revival set in. There were six circuses with a total of 305 railroad cars in 1938, but these figures dropped the following year to two shows with 100 cars.

Great steel flatcars were given to the blow torch, while the once gaudy coaches rotted on rusty sidings. The long-time home of three famous cir-

Exotic-looking camels and zebras are popular with circuses, but camels are just about the hardest of all animals to train.

Photograph at left by John T. Follansbe

cuses, Peru, Indiana, became the ghost town of the show business.

Tom Parkinson, The Billboard's circus expert, attributed this sharp drop to "a series of crippling rate increases." However, the circus business rallied and in 1944 there were three circuses trouping 115 cars, and in 1945, six shows with 150 cars. Then business leveled off, and the rail rates kept going up. The number of railroad circuses skidded again, and there were fewer and fewer street parades.

Few rail-show moves were made for a price comparable to that shown on the rate schedules. There were extra charges for moving a train in more than one section, for the use of side-tracks and crossings, and for switching. Circuses also paid extra to be hauled through certain yards and across some bridges.

A certain railroad, looking for a place to load on more charges, assessed a circus for a series of additional locomotives spotted along the route, unused and unrequested but "available in case of a breakdown" of the road's first set of engines. Says Parkinson, "One railroad has even seen fit to submit a bill to a show for payment of regular railroad detectives."

AND SO, partly for these reasons and partly because of television, movies, radio, and automobiles, the number of circuses traveling by rail in the States and Canada dwindled. Some were merged or abandoned. Others, begining with Cook & Lent in 1916, motorized.

An early attempt to motorize, made by Dick Ringling, son of one of the "Brothers," was a flop. Only comparatively small jumps could be made between the one-night stands. Performers and laborers could not get much sleep en route. On top of that and the initial investment in the trucks and the cost of their upkeep, breakdowns disrupted schedules, created ill will, and caused financial loss.

So you needn't think that motorization is the answer to the show owner's prayer. It may have seemed so at first. But now the honeymoon is over, although a few small circuses still go from town to town on highways.

"Motorized circuses and carnivals," Parkinson reports, "become entwined in a maze of conflicting and restrictive laws as state after state turns on the general truck-freight field. States charge more for permits and licenses, lay down new laws about size, length, and weight of trucks, and restrict hours, routes, and speeds at which trucks may be operated."

Owners of small shows now rolling along the highways want to get back to the twin ribbons of steel. After all, it was the railroad that made the three-ring circus possible. But today, only one circus in the world — Ringling-B&B — takes to the rails on its own train. For well over a century the iron horse played a leading role in the glittering drama of the big top.

Photograph from old Erie Railroad files

In the lingo of the big top, the specially-trained horses used by bareback riders were called "rosinbacks." Horses for heavy hauling were the massive Clydesdales or Percherons. All were washed and gaily bedecked with nodding plums for the old circus street parade.

PASSENGER TRAIN SURVEY

A NEW daily train, the Arrowhead, has restored rail passenger service between Minneapolis and the Great Lakes ports of Superior, Wisc., and Duluth, Minn. It connects with eastbound trains eastbound to Milwaukee and Chicago and westbound to major national parks and Seattle.

Amtrak's first all-Turboliner service, between Chicago and Detroit, began in mid-May. Four new trains, imported from France, allow three daily round-trips on the 279-mile route, with stops at Niles, Kalamazoo, Battle Creek, Jackson, and Ann Arbor. Other Turboliners run between Chicago and St. Louis and between New York and Boston.

With an order for 235 double-decker, long-distance passenger cars to be built by Pullman Standard and additional orders for 492 single-level, high-speed cars from Budd, Amtrak now has a total of 727 passenger cars under contract for delivery within the next few years. Wheels and axles are being manufacturered by Standard Steel.

Besides its family plan, Amtrak had added a supplementary attraction: the use of an Avis car and a Holiday Inn package, which lets you travel beyond train stops for as little as $10.84 per family member. The "Rail 'n Drive U.S.A." tour allows you to pick up the automobile and stay at your choice of 300 Holiday Inns in or near 114 Amtrak destination cities. Prices range from $126 ($15.75 each per day for a party of four) for two hotel nights and three days' unlimited use of a Gremlin car, to a maximum of $260 ($10.84) each per day) for six hotel nights and seven days' use of the car.

A few suggestions: (1) Ride the Southwest Limited or Coast Daylight to Los Angeles to pick up an Avis car for visits to Disneyland and Knott's Berry Farm, both of which have little railroads of their own, and other southern California points, staying at any one of more than a dozen Holiday Inns in the area. (In California or Florida you can return the car to another city in the state with free dropoff.)

(2) Visit Yellowstone Park via the North Coast Hiawatha, picking up the car and using the Holiday Inn at Bozeman, Mont. (2) Take a Turboliner or another train to St. Louis, have your pick of eight Holiday Inns there, drive your Avis car to Six Flags Over Mid-America, which has a short steam railroad, and see a bit of the Ozarks. (3) Ride an Empire Service train to Rochester, N.Y., tour the Finger Lakes wine country, and see the Corning Glass Museum.

Amtrak's family plan provides big discounts for both coach and first-class travel, good any day but Friday and Sunday. When one member of a family pays full fare, a spouse and accompanying children (12 through 21) get a 25 percent reduction; children (two through 11) 62.5 percent.

Remember the train "Southern Belle" on the Kansas City Southern and the Louisiana & Arkansas? Its crew included a secretary for the busy executive to handle mail enroute between Kansas City and New Orleans. We don't know her name or where she is today.

Photograph from Kansas City Southern

PERHAPS the grandest mansion ever built in America — the nearest thing to an imperial palace in the U.S. — is the 100-room residence and headquarters of the late William Randolph Hearst at San Simeon, Calif., prime destination of a new Amtrak tour. Hearst ruled a newspaper, magazine, and motion-picture empire. (Your Railroad editor, Freeman Hubbard, worked under him for a few months on a New York newspaper.) Hearst Castle, including its surrounding gardens, terraces, and guest houses, is now a California State Historic Monument. It crowns a 1,600-foot mountain overlooking San Simeon village and the Pacific Ocean.

In bygone years, only a privileged few were ever invited to this regal residence. Now it attracts innumerable visitors, especially in summer, when reservations are often booked 60 days in advance. The Amtrak tour makes arrangements for a visit as easy as calling a travel agent. You can go there for $39.50 (each, double occupancy, but not counting railroad fare). This includes pick-up at San Luis Obispo railroad station, overnight stay at a lodge, dinner and breakfast, transport to Hearst Castle, and an escorted two-hour tour of palace and grounds. Also a visit to Morro Bay, famous for its clams, sand dunes, and aquariums, and delivery back to the Amtrak station. Trains from both San Francisco and Los Angeles arrive at San Luis Obispo, midway between the two big cities, in early afternoon.

FROM June 12th through Sept. 15th the North Coast Hiawatha runs daily between Chicago and Seattle via the scenic southern Montana route. This includes services to Yellowstone National Park and other popular Western tourists points. Some schedule changes have been made on Western trains, primarily to permit better arrival times at key points en route.

For example, the westbound San Francisco Zephyr leaves Chicago at 3 p.m., 45 minutes earlier than the previous time, to provide an earlier arrival in Denver, 8:30 a.m. Also, the eastbound Southwest Limited

Canadian National's new LRC equipment on train 651 at Bayview Junction, Ont., in '75.

H. L. Holland, Dept. of Chemistry, McMaster University, Hamilton, Ont. L8S 4M1, Canada

departs from Los Angeles 30 minutes later than the previous schedule, at 8 p.m., to ensure better arrival times at Flagstaff, Ariz., near Grand Canyon, and Kansas City.

The Coast Starlight's southbound departure time from Seattle was rescheduled to 11:50 a.m. to permit connections with the Pacific International from Vancouver, as Canada goes to Daylight Saving Time, and with the Empire Builder from Spokane to points east. It also provides a better arrival time in Oakland, 8:25 a.m. and Los Angeles, 6:55 p.m.

The southbound San Joaquin in California leaves Oakland at 10:40 a.m., 40 minutes later than the previous schedule, and runs 40 minutes later all along its route. Eastbound San Francisco Zephyr leaves Oakland at 10 a.m., 40 minutes later than the previous schedule, reaching Chicago at 12:35 p.m. Changes in times will vary at way stops. The evening San Diegan still connects with the Coast Starlight, leaving Los Angeles at 8:10 p.m., 15 minutes later than the previous schedule, and arriving in San Diego at 10:45 p.m.

Amtrak's Empire Builder departs from Chicago westbound at 1:30 p.m., one hour earlier than the previous schedule, reaching Seattle at 11:05 a.m. Also, until Sept. 14th, the Builder stops at Glacier National Park in Montana.

In the East, the Adirondack (New York-Montreal) began speeding up its schedule by 20 minutes on April 27th and another 15 minutes after June 28th. Amtrak's other Montreal train, the Montrealer, is now running on a 10-minute faster schedule southbound between Montreal and Springfield, Mass., and 20 minutes faster northbound.

THREE new non-Amtrak trains in Penn Central's North Jersey suburban service increase non-rush-hour accommodations out of Trenton and Princeton Jct. They went into service April 27th. Two of them run only Mondays through Fridays, the third on Saturdays only. They also serve local stations between New Brunswick and Newark and provide connections at Trenton to and from Philadelphia.

In the Central Region, besides Turboliner changes, Amtrak's Chicago-Houston "varnish," the Lone Star, now runs 50 minutes earlier southbound between Kansas City and Houston. As for local Chicago-Milwaukee trains, the first southbound in the morning leaves Milwaukee at 7:20 a.m. daily except Sunday, the next at 9:20 a.m., and another at 12:30 p.m., one hour later than previously. Northbound, the 8:30 a.m. train runs daily except Sunday, and the 10:30 on Sundays only. Also, the 8:20 p.m. departure from Chicago is on Sunday only. The Chicago-Dubuque train, the Black Hawk, is 15 minutes earlier at all stations westbound. And the Illinois Zephyr runs one hour earlier at each end on Sunday only, pulling out of Chicago at 4:20 p.m. and reaching Champaign and Urbana at 6:45 p.m.

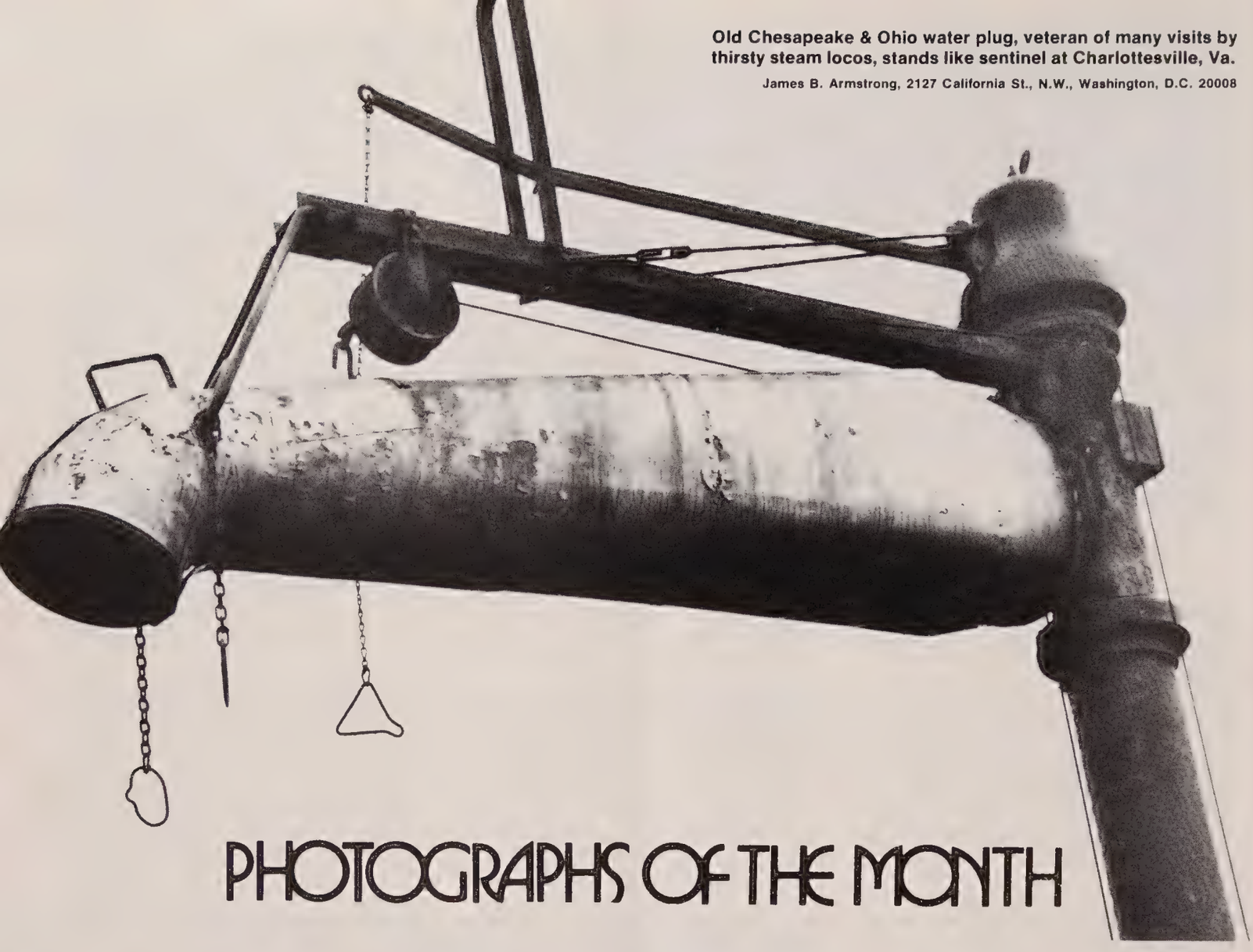
ALUMINUM'S use in mass transit is detailed in a new, full-color, 44-page brochure, a free copy of which is available from Aluminum Co. of America, 739 Aloco Bldg. Pittsburgh, Pa. 15219. Fully illustrated, it gives a close look at Alcoa's 80-year experience in the rapid transit field.

AMTRAK'S president, Paul Reistrup, is supporting the establishment of a trust fund to refurbish the nation's railroad tracks. The fund would be financed by an across-the-board tax on all freight shipped on all forms of transportation. Reistrup also said Amtrak, working with Pen Central, would begin a program of track improvement this summer on some PC lines used by Amtrak trains.

Speaking to reporters on the eve of Amtrak's fourth anniversary as the operator of the country's passenger trains, Reistrup said that track was one of Amtrak's greatest problems and "we've got to get to work this summer." The first project, he said, would be a $15 million upgrading of the heavily traveled route between New York and Boston. ●

Penn Central station on the mainline at Wayne, Pa., on a very hot July day in 1974.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102



Old Chesapeake & Ohio water plug, veteran of many visits by thirsty steam locos, stands like sentinel at Charlottesville, Va.

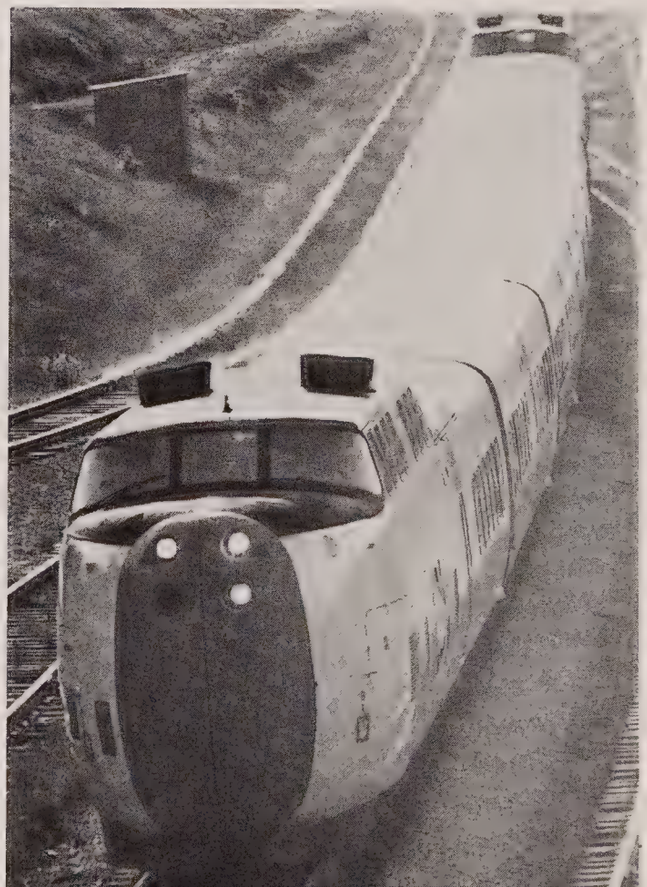
James B. Armstrong, 2127 California St., N.W., Washington, D.C. 20008

PHOTOGRAPHS OF THE MONTH

Steam-hauled West German version of a fantrip operated 25 years ago.

Gary Zujers, 25 Stephenson Ave., Toronto, Ont., Canada MAL 1E9

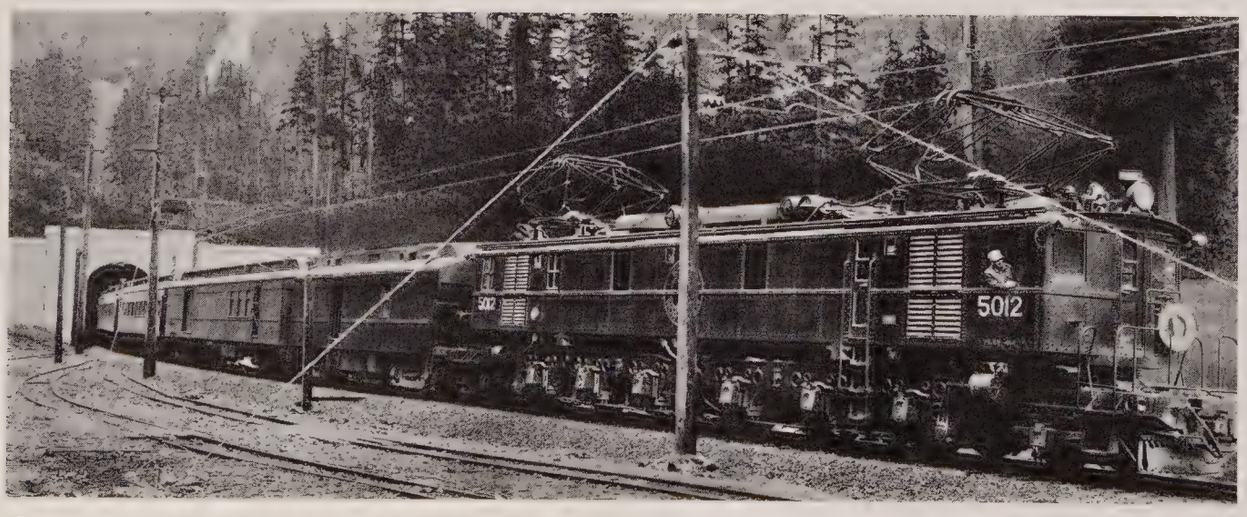
CN Turbo eastbound from Main St. bridge, Toronto, Ont.



A case of love at first sight. Miss Debby Mottice immediately took a fancy to ex-Midland Electric Coal Co. 0-6-0 No. 1528, carrying initials CB&Q, when she spotted it parked on a siding for display a few years ago at Mack Lowry's Railways of America in Cuyahoga Falls, Ohio.

John B. Corns, 1614 Ambler Ave. S.W., North Canton, Ohio 44709

Grand Trunk Western's first train through the Penn Central's tunnel linking Detroit, Mich., and Windsor, Ont., Canada, on Fed. 20, 1975, marked the beginning of the end for Canadian National's 121-year-old carferry service on the Detroit River. GTW negotiated tunnel trackage rights with PC, following sale of railroad land, including the CN ferry slip, to the City of Detroit for development of the city's riverfront civic center. Rail cars which crossed the Detroit River by means of CN carferry now travel under the river through the 8,373-foot 1910 tunnel for direct interchange with CN in Windsor. The CN carferry service ended March 14th, when "Lansdowne" made last run.



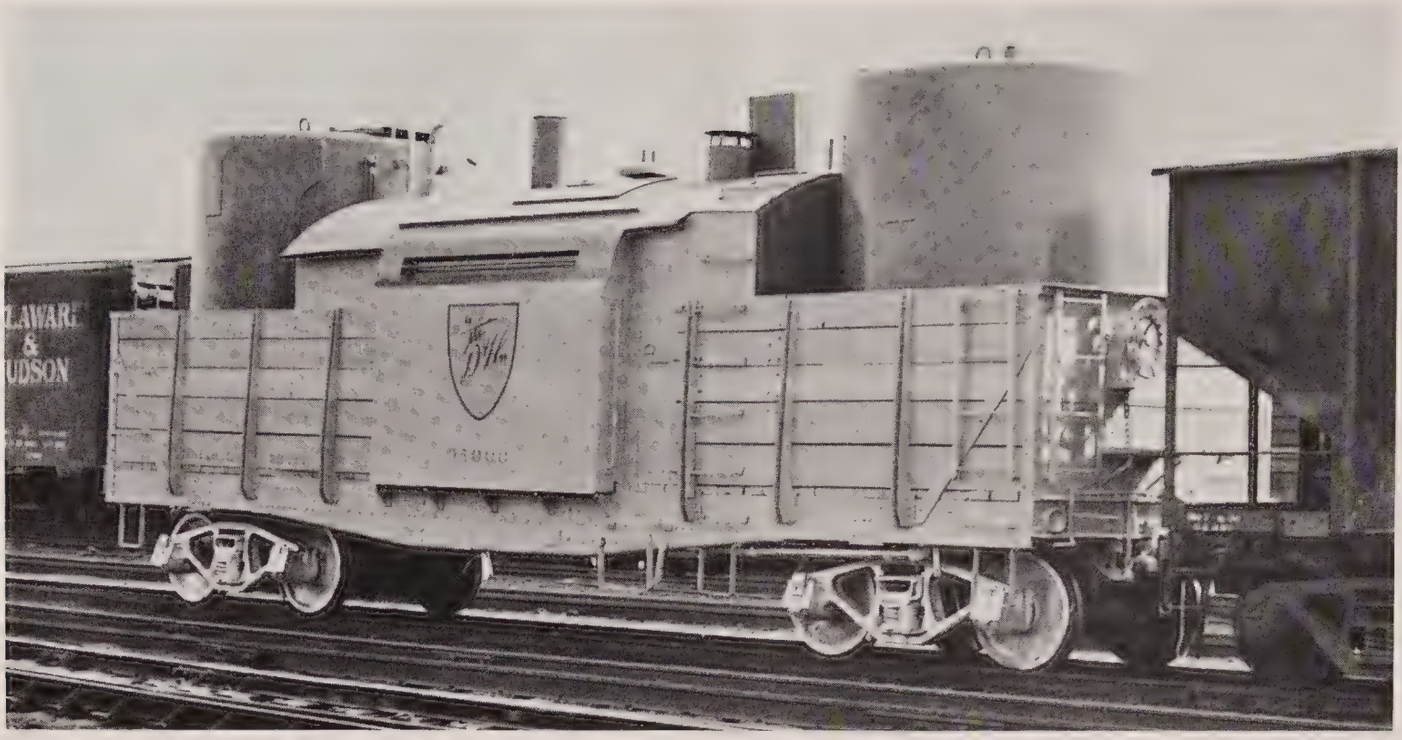
Great Northern's Empire Builder coming out of west portal of Cascade Tunnel in Washington on July 26, 1929.

Remember when Baldwin Works in Philadelphia was proudly shipping steam locos overseas? This one, in early '40s, U.S. paid-for, went to India.

Bruce G. Taylor, 2836 Leon Ave., Audubon, Pa. 19407

Ken Perry, 981 Maddison St., Victoria, B.C., Canada VBS 4C4

Canadian Pacific DRS4-4-1000 No. 8000, Baldwin-built in Dec. 1948, idling in the Wellcox yard at Nanaimo, B.C., on sunny Oct. 8, 1973. The 8000 was the first road-switcher for CP, and still operating in March, 1975. Lumber stacked nearby is characteristic of Nanaimo area.



This had to be one of the Delaware & Hudson's most unusual creations; a home-made steam generator car shown at Whitehall, N.Y., April 8, 1974 with new coat of company paint colors. The gondola which holds the generator has a wooden floor and sides, and was built in 1907 by American Car & Foundry Co. Converted at the D&H Colonie Shops in 1954, it was outfitted with the steam generator, and given its present road number, 35000. The two large tanks hold fuel and water, and the generator in center is covered by cab of old D&H 300 or 1500 class steam loco. Car is moved along line when reserve power is needed.

Kip Grant, 224 Main Street, Hudson Falls, N.Y. 12839

Henry Posner III, 258 Princeton Inn, Princeton, N.J. 08540

Good reason to celebrate. Re-establishment of Jersey Central commuter service to Phillipsburg, N.J., on May 20, 1974, was preceded by ceremony at Newark aboard the last regularly scheduled open-platform observation car running in the U.S.

French National Railway Mountain type 241-P 9 about ready to highball a railfan special heading for Mezidon on cloudy June 17th, 1973.

J. L. Poggi, 16, rue du 8 mai 1945, 92230-Gennevillers, France

William T. Morgan, Box 5523, Oxnard, Calif. 93030

Unposed shot of an Italian gal waiting on island for an approaching streetcar in Naples on Dec. 7, 1974.

For many years Seaboard Air Line and Atlantic Coast Line trains to St. Petersburg used this diamond, just south of Clearwater, Fla. Now crossing tender's shanty stands lonely watch. Through Seaboard Coast Line trains still run nearby.

John Hoffman, 73 Lexington Dr., Dunedin, Fla. 33528

Delaware & Hudson southbound pool freight NE-84 with three Lehigh Valley Alco C-628's at Starrucca, Pa., on April 28, 1974. The railfanette with camera is photographer's wife, Cheri, who is treasurer of the Susquehanna Valley Chapter of NRHS, and loves fantrips.

Richard J. Allen, 14 Ethel St., M.R. 99, Binghamton, N.Y. 13905

Looming up like prehistoric monsters, three derricks were required to haul this Southern Mallet back to the tracks after she went over the top of No. 1 safety track on Saluda Mountains west of Asheville, N.C., years ago. Two Santa Fes were required to shove each derrick up the steep incline of the safety track.

Dusk has settled over the Michigan landscape as a yard worker in GTW yard at Pontiac has just finished sanding a GP-9 to be used in Detroit-Pontiac commuter service on Grand Trunk Western in Aug. '74.

John Uckley, 414 W. 4th St., Monroe, Mich. 48161

Scene on the 36"-gage electric railroad near Palma, Mallorca, on one of the beautiful Balearic Islands off the eastern coast of Spain last December 30th, showing an unidentified passenger deep in thought.

Photograph by William T. Morgan

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

The old name "Philadelphia and Reading" is still visible beneath the words "Reading Terminal" on this great building, erected in 1893 at 11th and Market streets, Philadelphia, a quarter-mile from where the Pennsy's famous Broad Street Station used to stand. The Reading edifice houses a railroad station, a trainshed on the second floor, the company's general offices, and a community market covering most of ground floor. Plans are underway to build underground tunnel, mostly with Federal funds, linking Reading and Penn Central tracks.

Wire crew in action constructing catenary in the Washington area about 45 years ago. This was part of the Pennsy's $200 million electrification project linking New York City with Washington, D.C., and Harrisburg, Pa., via Philadelphia. It involved the erection of 27,500 single-unit poles, totaling almost 70,000 tons of steel, and the hanging of more than 26,000 miles of catenary wire.

by E. S. Dellinger

THE RAWHIDER

WINTER gripped the railroad yards in Galton, where redball time freights paused in their thundering, nervous rush over the double iron of the Pacific & Mississippi to change crews and engines. Thick white slush lay ankle-deep among the cindered tracks, and leaden skies promised more snow.

At three p.m. the callboy, dressed to stand cold weather, went to Superintendent McGaffey's home and called his son, "Speed" McGaffey, off the switchman's extra board to follow the east end engine on the swing shift for old Bill Blancett. The young switchman, tall, athletic, and red-haired, was cleaning out yesterday's dirt from under his nails with a file. He didn't fall over himself signing for the call.

Speed foresaw a turbulent night on the footboard. Blancett was a rawhider. He had been night yardmaster in Galton during the lean years. Then he had been easy to work for. But one day he had gotten the yard tied up while trying to work it with a lot of green students in the absence of old heads, thus delaying a flock of passenger trains. Superintendent McGaffey had taken him out of the office and sent him back to the footboard, bringing in a man with "more firmness" to take his place.

Old Bill had stayed on with the P&M, but not as the same man. Demotion had taken the brotherly love out of his life pattern. When the super's son had come to work in the fall, Blancett had taken special pains to make him miserable, and a feud had sprung up between them.

However, Speed and the callboy were friends. They had played football together in high school and had gone railroading together. Tossing the nail file into his kit, Speed said: "Smitty, I don't want to switch cars for that son of a bitch."

"Nobody does," replied the kid, "but there's a vacancy on Blancett's crew. I've got the other man on the board and I may have to call him for emergency before the shift ends."

"You may have to call him to relieve me before the shift ends," Speed predicted glumly. "If the old bastard starts rawhiding me again I'm likely to hang a lantern around his neck. I've stood enough abuse from him."

Speed reluctantly accepted the call. When you work for a railroad you go when you're called — even a super's son rates no special privileges. He reported for duty at 3:30, and brought the eight-wheeled Baldwin switcher out on the east lead.

Galton was a typical division point of the Southwestern mountain region. It sprawled on an alkali flat where the P&M tracks come down the one-percent grade from the Continental Divide and level off for the more gradual descent to the interior basin. Its local traffic was negligible. There were ten cars of coal a day from the mines, about an equal number from an ordnance depot in the pinion hills to the east, and intermittent shipments of sheep and cattle from the surrounding ranches. Most of the traffic was through stuff.

That last Saturday night before Christmas, the yards were blocked. The eighteen tracks which were spread out like the leaves of a gigantic palm between the two main lines on the south and shop and roundhouse layout on the north were full to the switches. The minute a train pulled out of one, another crept in to take its place. The only vacant lanes were the two main drags and the belt lead to the north which the west end crew was working.

SPEED McGAFFEY expected the crusty oldtimer to turn on the heat right away, but he didn't. Maybe he had been advised to use the soft pedal on the super's son. Blancett worked the crew with signals only, but he gave them clearly, so that the young switchman managed to keep tabs on what was going on.

For the first move, Speed and the boomer field man coupled into a "bad order" and took it down to the rip track at the west end of the yard. It was an Atlantic Coast Line boxcar loaded with liquid bromine in glass carboys, billed to an oil refinery in California. The bromine had been cut out of the fast freight that afternoon and left there for a new pair of wheels.

During the next three hours they cut the excess tonnage off five drags heading up the steep grades toward the east, changed waycars on several westward extras, and did the local switching. By eight o'clock, when they backed their engine out on the lead and tied up for their mid-shift lunch in front of the yellow reefer which served as a switch shanty, Speed was beginning to hope he might work through the night without getting into trouble.

Leaving the engine standing on the lead, they filed silently into the narrow room where the pot-bellied coal stove glowed cherry red. Blancett led the procession. The former yardmaster took off his wet gloves, fished his lunch pail out from beneath the scarred and battered bench nailed to the south wall, and sat on the end nearest the stove.

The engineer, the fireman, the field man came next. They ranged themselves along the bench, leaving a warm spot beside the foreman with nobody in it. Speed drifted in last. He walked around the stove and sat in the cold end of the shanty.

Blancett was not in a talking mood that night. None of them were. It may have been because of the nasty weather, or possibly a grim foreboding of what was shaping up for them out in the darkness. The men opened their lunch pails and wolfed down their food in tense silence.

When they were half through, Barney O'Keefe, the night yardmaster, barged in. Barney was a hard-headed, thick-necked graduate of the footboard. Superintendent McGaffey had picked him to succeed Blancett because he was tough. Barney even begrudged his men the time allowed for lunch, and was forever finding some excuse to cut it short. He and Bill Blancett were continually at each other's throats.

The newcomer glowered along the line of surly faces and addressed himself to the foreman. "Ain't you guys through eatin' yet?"

"No, we just started," Blancett said gruffly.

"Well, as soon as you get through, send the kid down to the rip to bring back the ACL you took down when you first come on the shift."

"What's the rush?"

"It's got to go west on the Expediter tonight at 12:45."

That was a special Government hotshot run on passenger schedule to handle fast freight for the Army and the West Coast factories.

"While they're gone," he went on, "you come over to the office and I'll give you a line-up for the rest of the shift. Now, don't fool around here all night. We've got to keep this yard clear so we can run trains through."

Old Bill made no further comment. He continued eating in silence. The hogger rubbed a thumb over the face of his watch and asked O'Keefe how the passenger trains were running.

"First Number Three's in at 10:35," the king pin answered. "First Four's due twenty minutes later. The rest of the procession has gone without signals."

WITH a parting admonition to his men to hurry. O'Keefe stomped out, leaving great chunks of melting snow on the scarred and splintered floor. Blancett finished his chicken sandwiches and chunk of apple pie and chased them down with the last of his coffee. Then he shoved the thermos bottle into his pail, tossed the pail under the bench, and went out. The field man followed a minute later, leaving Speed and the engine crew alone in the narrow room.

The hogger was bald, fat, and good-natured. He lit a rank-smelling cigar and, when it was going, grinned at the super's son through gray smoke.

"Looks like they've checked it to us, boy," he said with a grin.

"Looks like," Speed muttered.

"Guess we'll have to go down the westbound main to get that car."

"Guess so. If there's a clear track in the yards I don't know it. You never know a damn thing when you work for Blancett."

Promptly at 8:30 the men put away their pails and sifted out into the murky night. Fog had thickened and lights grew dimmer with the passing hours. The engine crew climbed into their warm cab. Speed hit the cold, icy footboard, backed the engine up to the cross-over switch a thousand feet east of the yard office, headed down the westbound main, and crossed over into the rip track.

Their car was not ready to move. The blue light was still on it, and a car knocker was packing a journal box with greased waste. Speed stopped the yard goat at the switch. He stood there about twenty minutes. The carman finished boxes on the new wheels, removed the blue light, and told him to take it away. Speed brought the yard goat in against the car and made the coupling, but he did not signal out.

While he waited, the lantern light of a mudhop checking cars appeared through the fog away down the rip track. Speed felt sure it was Peggy Anderson. Golden-haired Peggy was one of the girls who had answered the call for women railroaders and had gone checking cars in the Galton yards. She was two car-lengths away when Speed made the coupling.

The switchman sang out: "Are you goin' back to the office, mudhop?"

"As soon as I check these two cars," she called back through the mist.

"Make it snappy then and we'll give you a ride."

Peggy was talking and writing at the same time. "Oh, boy!" she said. "I've never before seen so much slush."

He eyed the girl critically while she wrote her car record on the sheet fastened to the clip board and held it in the crook of her left elbow. Peggy wore a black woolen cap pulled down over her fluffy hair. Her willowy lines were concealed in a heavy, khaki-colored, fleece-lined mackinaw and plaid flannel shirt and three-buckle galoshes.

SPEED caught the right stirrup, she caught the left one. The engineer backed out into the lead. Speed headed him down to the crossover and checked the dwarf signals to make sure the tracks were clear. That's one thing switchmen learned quickly in the Galton yard — to look closely at the block signals and make sure nobody was coming in. There had been two passenger-train wrecks in the yards in the recent past, and the super had threatened to clean out the "garden" from the yardmaster down if there was another.

Having assured himself there was no train in the block, Speed turned the hogger through to the eastbound main. He and Peggy caught the footboard and rode the rear end of the engine backing up through the fog and towing the car of bromine. Pleasant banter shortened their mile ride. Speed stopped the engine at the yard office.

As the girl hopped off he called to her: "I'll see you in the bean'ry at midnight, sweetheart."

Blancett was waiting on the platform with a handful of switch lists. He saw Speed stop the goat, and glowered at the female mudhop as she splashed across the platform. Speed had an idea then he'd hear some cutting remarks before he was many hours older. Blancett didn't like railroad women any more than he liked yardmasters, student switchmen and the McGaffeys. He was now weaving a fancy pattern of signals in four swift, flourishing strokes of his railroad lantern.

Speed surmised his rawhiding was about to begin. He watched the signals carefully. The gleaming light wrote two reversed C's, and two I's against the background of night and fog. Speed read them. Each reversed C stood for the bottom part of a five, each I for a one.

He checked mentally: "Five, ten, eleven, twelve." Translating the pattern into freight yard lingo, he muttered to himself, "Track 12, huh? They must have changed the dope on us. We've been getting this Expediter stuff together in 17."

He repeated the signal as he had read it. Blancett did not correct him. Knowing that when yards were blocked the foremen made up short cuts wherever there was space for them, the super's son rode the footboard to the water crane. Their fireman filled the tank. The hoghead oiled around. Speed crossed him over to the lead, headed down to track 12, and went in against a cut of empty flatcars.

That did not look right. No Government hotshot hauled empty flatcars. He stepped back and peered along the lead. The foreman should have been there to direct his next move. Old Bill's lantern was not in sight. When Speed had been stopped three minutes, it showed five tracks below. Speed waited for a signal. There was no signal.

Instead, the lantern came rapidly up the lead, and Blancett's angry voice sang out: "Why in hell did you stop away up here?"

"You told me to put the engine in track 12," Speed barked back at him.

"I told you nothing of the sort. I told you to put it into 17."

Whether Blancett had actually made a mistake in the signal or had deliberately given the wrong one so he'd have an excuse to start griping, Speed was not sure. He was certain that he himself had read the signal exactly.

He said: "Sorry, Mr. Blancett, but you signalled 12."

"Don't be sorry," Blancett retorted. "Call me a damn liar and be done with it. And don't try to tell me what I signalled. I said 17. Now you cut this car off and get the hell out of here with it, and if you aim to switch cars for me, you quit usin' my engine for a taxicab to haul these freight-yard flossies around in; and watch your signals so you'll know what's goin' on."

SPEED didn't like to hear anyone call Peggy a "freight-yard flossie." He was almost tempted to see how Blancett would look with a lantern hung around his neck, but he didn't say nor do anything then. He knew it was useless to argue with the foreman or to explain about the delay in the lower yard; so he cut off the car, shoved it down to track 17, and there coupled it into a cut of empty gondolas.

During the next hour the east end was a madhouse. Old Bill Blancett kept the engine dashing up and down the lead, cutting tonnage off the eastbound drags, switching bad-order cars off through freights, and changing cabooses on the westward stuff. Speed never knew what was going on. Blancett kept throwing signals at him so fast and sloppy that he could not even read them and, when he made a mistake, came up within hearing distance to scorch him with a blistering tongue.

Night grew colder. Fog thickened. At nine o'clock he could see a signal twenty car-lengths away, at ten he could not see it half that. At about 10:05 Blancett signalled for him to take the engine into track 17. Again Speed coupled into the car of bromine. The swing man cut off some gondolas down in the fog, and the foreman relaying signals called for the long track.

This long track branched off the lead at track 9, and ran east for a mile and two tenths, parallel to the main stem. Sometimes yardmen pulled empties in to be taken to the mines and left them there. Sometimes they left engine up there so they could switch the lower end of the lead and let freights use the upper end in getting into the yard and out.

Speed assumed that's what they were going to do then — turn the engine into the long track, shuffle their gons into westbound trains, and make up the Expediter cut in track 17, which they had partially emptied. He dropped off the footboard and stood beside the cars filing up toward the east. Soon another light showed below him. He caught the side of an empty gondola and rode it up the lead again, watching the light behind.

When the engine was about thirty cars into the long track, this light gave a stop signal; then after a brief pause, just enough for a man to change a switch, began talking again. Its message was not clear. The sign looked like a "come ahead." Since that was the signal Speed expected, he repeated it unhesitatingly.

The engineer drove the cars forward on the slight descent with plenty of steam. A bellow of rage came up from the fog, and the light crashed across the track in a washout stop sign. The super's son knew then he had passed the wrong signal.

Rules specify that a "proceed" signal shall be given by raising and lowering the lantern; a "back-up" signal, swinging the light in a circle at right angles to the track. When given in this way, there is no mistaking one signal for the other. But often a trainman passing a signal will stand facing the train, swinging his light in a circle parallel to the track instead of across it, so that the light appears to a novice as if it were rising and falling.

Sometimes, as in the case of crusty Bill Blancett, rawhiders do it deliberately to inveigle a new man into passing the wrong signal so they can blister him and "educate" him.

OLD BILL had stood facing the train and passed a "back-up" sign from the field man handling the switch. Evidently he had been pulling the empty gondolas into the lower end of this track, intending to stick a caboose on them, hold onto the car of bromine, come around the lead with it and shove it into Number 17 to head the cut of cars for the Expediter.

Speed surmised that the foreman had laid a trap for him and he had swallowed the bait. He washed out the engineer. Blancett's light disappeared into the fog, and Speed Gaffney followed it.

When he came within sight and hearing of the lead switch, its light was green. He heard the angry voices of the foreman and his boomer field man singing a profane duet in condemnation of student switchmen. It was little wonder. The engineer, driving thirty cars ahead, had rammed one and a half of them down through the closed switch, split its points, and stopped with an empty gondola astride the broken gate!

"What in hell's the matter with you?" the foreman demanded when Speed arrived upon the scene. "Are you asleep, or blind, or just so dumb you don't know the difference between a 'back up' and a 'go ahead'?"

"If you'd give these signals right,

Speed said angrily, "a man could read and pass them on."

"So a damned greenhorn has the guts to tell me I don't know how to give a signal!"

The super's son forced himself to speak with self-control. "No, I'm not, Mr. Blancett. You know how to give signals, but you deliberately disguised that one to make it look like a 'go ahead' instead of a 'back up.' You wanted me to misread it and pass it, so you'd have something to rawhide me about," he added boldly.

The foreman took a threatening step forward. Big fists flexing and hard eyes gleaming, Old Bill said hoarsely: "You can't talk to me like that. I'm goin' down to the office and turn you in."

"Go right on, Mr. Blancett. But I'm warning you to think twice before you do it; for when two time slips go into the office for this shift, somebody's going to explain why, and I don't think it will be me. You've been rawhiding men around this yard for years, but you can't bluff me any longer. I won't take it."

Vials of wrath had been gathering in the foreman's soul since Superintendent McGaffey sent him back to the footboard.

Aware of consequences, he shouted. "Get the hell out of here, McGaffey! Get away from this train or I'll break your neck! I'm goin' to tell that bull-necked, thick-headed yardmaster to send me a switchman."

"Are you sure you want that?"

"Yes, I'm sure," the foreman roared, "even if your old man is the division superintendent."

"Leave my old man out of this, Blancett. I'm switching cars for you, not him. If you don't like the way I do it, I'll sure go into the office."

"Go right ahead. I won't make another move with this engine till you get off the job, and don't you ever take another call to switch my turn in these yards."

"I probably won't," Speed flung back over his shoulder.

He walked around the standing cars and strode across the snowy tracks. Halfway to the office, he met the yardmaster coming out to investigate the delay.

The king pin quieried: "What's wrong out there, McGaffey?"

"We split a switch," Speed said.

"How did it happen?"

"Ask the foreman. He'll explain it."

"Where are you goin'?"

"I'm going home and go to bed."

O'Keefe did not inquire further. Knowing Blancett and the super's son, he surmised what had taken place, and strode on to the split switch.

SPEED went defiantly into the office. He was not the first student Blancett had turned in and figured he wouldn't be the last. After registering off duty, he walked home. He did not go to bed, however. He wanted to see Peggy Anderson. Putting on his best suit, his topcoat and white muffler, the super's son returned to the yards.

Smitty, the caller, ordered out the last extra switchman to take Speed's place on the Blancett crew. This fellow had been on the job exactly a week and couldn't give a signal without putting out his light, much less read one.

Blancett did not rawhide him, though. The foreman's ire had burned itself out and he was trying to make up for the delays which he knew he had caused by the insane determination to get back at the senior McGaffey. He was switching cars now.

Peggy Anderson had been out into the yard, checking a drag for the east. She came in shortly after Speed arrived at the office. He had seen her coming and had gone out on the platform.

She stared at him in surprise. "What are you running around here all dolled up for? Why aren't you switching cars?"

"Blancett turned me in."

"What for?"

"Oh, this and that. Using his engine as a taxicab to haul freight yard flossies in. Passing a wrong signal and splitting a switch, and pure damned cussedness."

"I was afraid of that," the girl murmured. "Something told me there'd be trouble."

"Yeah," Speed responded, "and something tells me that Blancett will look twice at the next student he turns in around this yard."

Peggy did not say anything more then. Her father and Blancett had been cronies, and she had come to sympathize with the former yardmaster in the McGaffey feud. As she turned and started inside, the yardmaster came out with a handful of switch lists.

He thrust one toward the girl, saying: "Peggy, the ordnance depot sent these four cars of machine guns down here to go west on the Expediter. They're on Number 17, with that ACL of bromine set off the Forty-nine train this afternoon. You go over there and check them. Blancett's going down right away to pick them up and take them to the west end before the passenger trains come in. If you hurry, you may be able to get the dope before he takes them away."

THE GIRL ran inside, left her report, and hurried out. Unless she could check the cars before Blancett took them to the west end, she'd have to walk two miles through the snow and slush to do it. Speed took her lantern and they went splashing across the tracks.

Blancett had already coupled into his cars. He was in a made rush. First Number 3 had fallen down on an earlier order. It had not yet arrived, but was momentarily expected. Blancett wanted to back up to the east crossover and go down the main line ahead of First Number 3, because when it came in, with a second section following, and three Number 4's in sight, he'd be blocked on the upper end of the lead until after midnight.

He gave a wild backup signal. The engineer could not see it, for the fog was now so thick you could not make out a headlight five car-lengths away, nor even three.

The student switchman was hanging around the footboard, waiting for somebody to tell him what to do. The foreman had to carry his own signal to the engineer. While he was doing that, the checker grabbed the seals and numbers on two. That left three for Peggy yet to check.

Speed caught the cut of cars with her and rode them out. Blancett stopped just above the crossover switch, a thousand feet east of the yard office. He could not go down the main line then, because First Number 3 was rolling in. While they were stopped. Speed helped his friend finish checking the seals and numbers on the other three cars.

It was then 11:10. First Number 3 had now stopped on the westbound main, fouling the crossover, to the eastbound, and First Number 4 was standing on the eastbound being serviced so she could go.

Going toward the office, the boy and the girl crossed the track ahead of this Number 4. Speed observed the green eyes up beside the smokestack and the wet green rags drooping near them, signals for a following section. The hogger, having checked his engine, was sitting in his open cab window, while the uniformed conductor, who had brought them to him, was striding down the platform.

Peggy took her list into the office and handed it to the car clerk, another railroad woman. The latter checked the entries, compared them with the list sent down from the ordnance depot, and tossed it back to her.

"You'll have to double-check that, Peggy," she said. "Either you've made a mistake in the seal number on one car or else they made it up at Nogate. You've got C78964329 on your list.

They've got it a '28. Better trot back up there and take another look."

Again the weary checker splashed out into the snow and slush. She was complaining, railroad fashion, because she had to go; but going just the same. First Number 4 still stood on the track but was ready to leave town, its bell ringing, its engineer releasing his air. Speed and Peggy hurried across the track ahead of the train.

BLANCETT had his outfit on the lead east of the crossover, waiting for one of the passenger trains to pull out so he could take his cars to the west end of the yard and have them ready to put on the Expediter, which was running as Second Number 3. The super's son and Peggy Anderson had to go all the way to his engine, which was coupled to the very car they had come to check.

The yardmaster was there then. He was comparing with Blancett and they were discussing ways and means of getting the Expediter stuff down to the west end without delaying the hotshot or making overtime for the yard crew.

Blancett said: "If this Number Three train goes first, I'll follow her down the main line."

"She won't," the king pin assured him. "She's goin' to pull down a little way and let the Expediter pull in behind."

"What time did you say Second Three was due?"

"At 11:35, and it's 11:26 now."

"What time's Second Four due in?"

"At 12:05."

"All right. When this First Four pulls off the eastbound main, the First Three moves down, I'll cross my outfit over to the eastbound main and go down that."

"You be damn careful how you cross these main lines," the yardmaster charged him. "With passenger trains comin' and goin', you might get hit; and if anyone gets hit here now, Old Man McGaffey will fire everybody that's awake in Galton when it happens."

"Don't worry about me," Blancett boasted. "I've been switching these yards over thirty years and ain't been hit yet. When Four pulls by, I'll stick a flag on her hind end and send her up to the block to hold this Second Three till I get my goat over to the eastbound main."

First Number 4 pulled out then. Her engine, a Santa Fe type weighing nearly a half-million pounds, was struggling up the grade with eighteen coaches loaded to the aisles. She proceeded slowly, her drivers slipping, her exhaust shaking the earth. As this train passed the switcher, blocking Speed and the checker away from the platform, Blancett called the student, the greenhorn who had taken Speed's place on the crew.

"Get your flagging equipment," he ordered. "I want you to go up the hill and stop a hotshot for me."

"Where is it?" the student inquired.

"What?" Blancett growled. "The hotshot?"

"No, sir. The flagging equipment."

"In the cab, you dummy. Ask the hoghead for it. Take your white light, the engine red light, and the fusees and torpedoes. Catch the rear end of this Number Four as she pulls by and ride her up to the stock yards — unless you meet the hotshot coming in. Get off there and stop her, if she comes before we call you in. Now we'll whistle you in just as soon as we get across to the westbound; and if we call you in, you let her come on by, because we don't want to be accused of stopping redball stuff for the Army."

The student headed for the engine to get his equipment, and the yardmaster began prodding other serfs into action.

MEANWHILE, Speed and Peggy had started toward the office, walking slowly. There was no need for hurry. They had verified their seal check, and with quitting time only a few minutes away, they knew her night's work was done. During the brief interval required by the leisurely pace to cover the intervening thirteen hundred feet, three railroad men were busy weaving three distinct blunders into the pattern of stark disaster.

The student switchman made the first one. Obeying orders from his foreman, he caught the rear end of slowly-moving Number 4 as it dragged by the crossover. He dropped off about five hundred feet east, and clamped one "stop" torpedo on the right rail. That was not quite half far enough, but he was too ignorant of operation to know it.

He chased the fog-veiled tail light, soon overtook them, and got back on his platform. An experienced man would have stood on the bottom step, fusees in hand, ready to scratch it, and then lope off into the opposite track if the hotshot — then almost due — should show.

The green hand did not know that, either, because this was his first flagging mission. He leaned complacently against the end wall of the car with the fusees tucked into his flagging kit.

Out beyond the edge of town, an old passenger runner was wheeling the Expediter down from the Divide at seventy miles an hour. He was intent upon one thing only — completing his assigned task of speeding those forty cars to their destination with the least possible delay. He had run the road for thirty years. With any vestige of visibility he could locate himself at any spot on the line; but this night, visibility was zero. Even the signals were obscured, and familiar landmarks were impenetrably wrapped in a cold mist.

A mile east of town stood a gasoline filling station whose brilliant lights had burned all night for ten years. These lights had been a beacon to him coming home. For three seconds he took his eye off the wall of fog ahead and looked across the cab to warn the fireman to let him know when they passed this station. In that three fatal seconds the high wheels of his big engine loped by the block signal at the stock yard, and he raced down into the Galton yards lost in the world of fog!

He did not know when the terrified student, startled by the sudden appearance of the streaking train, jumped off the platform of the eastbound train. The student buried his nose in the snow, put out his light, and was so terrified that he could not even utter a warning yell. The runner didn't know he was being flagged until he struck the lone torpedo five hundred feet from the crossover which old Bill Blancett's crew was using.

Blancett himself made the third blunder. Second Number 3 was almost due when his flagman started east on Number 4. Old Bill waited a sufficient time for a good, wide-awake railroad man to have given him protection against any train coming to town at ordinary speeds.

He did not wait long enough. Anxious to cross over and avoid delay to the wartime freight, he told his boomer field man to line the switches and take them away. He himself walked toward the engine to pass signals to his engineer.

The field man lined the switches — out of the crossover into the westbound, out of the westbound into the eastbound. Then he caught the head car, which happened to be the car of bromine, as the engine shoved it through the open gates.

AT FIRST the cars moved slowly, then a little faster as the switcher and the descending steel gave them momentum. When they were in the crossover, Blancett heard the Expediter coming and knew she was running faster than any train had a right to come into the Galton yards. He knew, also, that his man had failed to flag.

There was no time to stop his cars and back them out of the way. His only chance to avert the threatened collision was to force the cars through to the eastbound main and clear them before eighty-inch drivers of the big passenger locomotive could gallop over the shortening length of steel which lay between them.

He leaped toward his engine giving a wild "go ahead" sign. There were no flourishes on that signal. He gave it clearly and frantically; but it was less than useless, for the engineer had also heard the train coming in behind him.

Old Bill was working the eight-wheeled Baldwin for all she was worth, trying to get out of the way. He almost made it. The cars cleared, turned out of the crossover, out of the westbound, into the eastbound.

There were no leading trucks on the switcher. She rode on drivers only. Her tires were worn. Her front wheel headed over the curving rail and took to the ties. Instinct was strong in the old runner. Forgetting there was a thundering passenger train behind him, he wiped the clock with emergency air. The nose of the hog dropped down. Her front coupler slipped by the one on the car, and turned the string of five loose to wander down the eastbound main.

The gray-haired engineer glanced back and gasped a prayer. His wheels were off the main line! They were all on the crossover, but he thought his tank was not in the clear. He whirled out of his seat and took two hurried strides to the left gangway whence his fireman had already gone.

Speed McGaffey and his girl friend, having crossed to the station platform after Number 4 had gone, had almost reached the yard office. They were talking about what they would eat for lunch and where they would go afterward.

The super's son heard the Expediter coming in, heard the deep throated whistle and knew her runner was lost in the fog. He heard, also, the mad blare of the switcher's exhaust, listened as her wheels hit the ties, and the engine stop still. Peering back into the fog, he could see nothing; but he heard the galloping wheels of that Second 3 hit the student's "stop" torpedo.

Blancett's agonized voice cried out: "Jump, you guys! Get off that engine and get away from there! They're goin' to hit!"

But they did not hit. Speed never knew positively by how close a margin those swiftly rolling cars cleared the switcher's tank. No one ever knew that, except the fireman in the cab of Second 3 and the old switching engineer.

They did clear. The cars rolled down into the yard sloughing fire. While wheels are still rolling and while Speed was listening for the sound of disaster to come down from the crossover, Blancett's field man called out in a muffled, frightened voice: "Stop those damn cars!"

SPEED did not know what cars they were talking about, and did not care very much. Nevertheless he turned from watching the Expediter train and peered east through the fog. Soon he saw the big square end of a leaden gray boxcar come out of the curtain. As it rolled swiftly into the sphere of dim light made by Peggy's lantern, he read on the square end the letters ACL.

ACL! That was the car of liquid bromine which had started him on his night's rawhiding. It was coming down the eastbound track, rolling against the current of traffic and rolling fast. There was no light on it, because Blancett's field man, after riding it through the crossover, had heard his master's voice yelling "Jump," and had taken to the air.

The boomer had landed in a snowbank on the edge of the platform, and was hobbling around on a sprained ankle, shouting: "Stop them cars!"

One light showed dimly through the fog. That was the light of the huge, hard yardmaster, Barney O'Keefe. The Y.M. was a hundred feet east of Speed. His light suddenly left the platform and went up the side of the second car. It flashed head high, hung there for a second, and came down.

The beefy yardmaster had hooked the ladder, but it was too hot to hold. His grip broke. He hit the platform, stood crazily on his head, and rolled to a stop at Speed McGaffey's feet.

He flopped over, chattering like a sleeper in the throes of nightmare: "Stop them cars!"

Speed had learned to think on his feet when he played quarterback on the Galton football team. He knew Second Number 4 was roaring east on that very track. He could not tell how far away she was; but she was due there at 12:05, and it was close to midnight then.

The five cars were rolling all of thirty miles an hour. They would keep right on moving, because there was no grade to stop them for nearly eighty miles. Long before they could navigate that distance, they'd probably sway and rattle out of the murky night and crash head-on into the oncoming passenger train.

Speed remembered the car of bromine. That stuff would not make a savory bath for the engine crew and their passengers. Bromine, he recalled, is not only the anti-knock ingredient in high-test gasoline, but also the basis of a deadly poison gas. Yes, he thought of all those things in the brief span of split seconds while the cars rolled toward him; and he was not sore at Blancett now.

He had been carrying Peggy's clip board and her lantern. Giving them both to the girl, he flung her his white scarf and topcoat, and kicked off his galoshes.

She muttered a choked: "Oh, Speed!" but she didn't tell him not to go.

He passed up the first car, and the second one, standing back to gage their speed. They were rolling fast, far faster than any car he had ever tried to catch. As the third one came on, he sprang into action. Stepping determinedly in beside the center door, Speed raced with it, his body pitched forward, his blue eyes darting at the ladder rungs.

As the ladder went by, he left the platform. His slender hands gripped the grab-irons. His right foot touched the stirrup and slipped off. His body swayed back, back between the cars.

Peggy screamed, and for one endless second the boy thought that he himself was under the wheels. But Speed had been Galton's star athlete. His hands had been strengthened by years of practice on a vaulting pole. They held. On the rebound, his foot found the stirrup; and up he went, climbing to the roofs.

BACK on the platform, the yardmaster with firmness had picked himself up off the brick, shook his hard head, and struck out his foot toward California.

Peggy didn't go into the office then. She flung Speed's topcoat onto a baggage truck, clutched the clip board to her chest and followed; and the sour-puss rawhider, having left his little derailment, at the crossover, brought up the rear. They overtook Speed and his mavericks a few seconds after he had hogtied those cars and brought them to a stop halfway down to the lower end.

Speed climbed off the side ladder. He heard Bill Blancett say to the king pin in a whipped and ominous tone: "You get them out of the way, O'Keefe. I'll go down there and flag that Second Four."

The yardmaster did not tell him to go on. He could think fast when men's jobs, his own included, were in jeopardy. The other switch engine was working on track One, directly across the west-

bound main. He strode over there, stopped the goat, and ordered a switchman to bring her in against the car of bromine.

"What's the excitement?" the switchman asked when he stopped it three feet from the coupling.

"Don't ask questions," the yardmaster barked. "Grab these cars and take them over there and shove them into the lower end of Track Three, so they can be stuck on the head end of the Expediter."

That from a yardmaster was sufficient. His order was quickly executed. The cars were dragged into the yard and safely stored. The yardmaster and his help trudged back to the office.

It was virtually midnight then. Demure little Peggy Anderson turned her report over to the car clerk. Nobody asked what had happened, because the whole play had been so hidden by fog that few, if any of them knew that anything out of the usual had occurred.

Peggy sneaked out as soon as she could, and walked with Speed up to the crossover, to the spot where the yard engine had been derailed. Meanwhile, Blancett's men had been busy. They had gotten down their frogs, had replaced the derailed wheels back on the iron, and pulled the engine safely in to clear the track down which Number 3 had come. Its engine wasn't damaged neither was the track. There were new scars on long ties which other derailed wheels had scarred. That was all.

The student, who had gone flagging and failed to stop his man, was there spouting alibis. Blancett told him harshly to keep his trap shut if he wanted to go on railroading, and ordered him to take the engine to the roundhouse as soon as the passenger trains had gone.

Speed and Peggy went into the hashhouse, arm in arm, and occupied a booth in a back corner. The girl urged him to tell her just what had happened and how. He explained as much as he knew and surmised the rest.

"Will they fire somebody for it?" she queried anxiously.

"They'll probably fire several people for it if they learn the facts."

"How about Mr. Blancett?"

"They ought to fire him on general principles," Speed said tartly.

"Men aren't discharged on general principles," the girl objected.

"They could fire him for taking his engine out into the main line with a passenger train due."

"But Mr. Blancett had a flagman out, didn't he?"

"Sure he did, but he used lousy judgment in going into the mainline until his man had ample time to get out a safe distance to give him protection. Moreover," the boy added, "if that old devil had been railroading all night instead of trying to rawhide me, he'd have had his switching all done before the passenger trains came in. Frankly, I hope they do get rid of him."

"It would be very hard on Mrs. Blancett," the mudhop said thoughtfully. "The poor old soul is an invalid."

Speed lapsed into silence.

After a long pause, the girl asked: "Couldn't they hush the whole thing up so nobody would get canned?"

"Yes, I guess they could," said the boy. "Except for you and me and the yardmaster, everybody who knows the inside would get fired if it comes to an investigation. They're not likely to do any talking unless they have to."

WHILE they ate, lingering at last over their coffee, they discussed the near-tragedy in the Galton yards and those other tragedies which must surely follow if the higher officials learned the whole truth.

Meanwhile, the graveyard shift relieved the swing. The yardmaster and Blancett came up in front of the restaurant and stood on the platform chewing the rag. They might be at each other's throats out in the yards, but off duty they were "brothers of the flag and lantern."

The crew of the switcher and the engine crew who had brought Second Number 3 into the yards at seventy miles an hour came in from the roundhouse and joined in the consultation. They, too, were railroad brothers.

All six of them sauntered into the restaurant. The four enginemen sat at the long counter and gave their orders to a full-bosomed waitress. The king pin and the rawhider drifted back into the corner where Speed and his girl were finishing their meal. Both old-timers were ill at ease.

O'Keefe cleared his big throat and said: "That was a nice job you did stoppin' them cars out there tonight, kid."

"Not bad," Speed agreed, "not bad."

"Sure would have gone hard with some of us guys if they'd gone down there and slapped that Second Four in the face."

Speed agreed it would. The youth chuckled inwardly. He knew that last remark was a feeler, knew they were wondering just how much talking he intended to do before "his old man."

Looking up at the yardmaster, he asked bluntly: "Will you want a report from me on this affair, sir?"

"Well —" the yardmaster faltered.

"I don't see why one should be necessary," Speed hastened to add. "I was not on duty at the time it happened. I am sure that you and Mr. Blancett will cover whatever facts are required in reporting the derailment to the yard goat, and the cars I worked on caused neither damage nor delay —"

The superintendent's son might have added that he would not consider it necessary for them to include in their report the fact that the switcher had been moving at an excessive speed at the time of the derailment, trying to get out of the way of a passenger train also running too fast. Neither would it be advisable to itemize the fact that the passenger hog had grazed the tank on the crossover so closely that if there had been an extra coat of paint on either one, a passenger train and a switch engine would have been spilled all over Galton.

Speed knew that these two men had made plenty of reports. Without coaching from him, they could, if they chose, leave out the minor details, these; and even omit reference to the situation whereby five cars heading for California with no engine in front of them and nobody aboard has been stopped by a student switchman in disgrace.

STANDING beside Speed's bench, the king pin glanced across at the rawhider standing by Peggy Anderson; and his hard face cracked open in a wholesome grin — the first one Speed remembered ever having seen upon it.

Blancett had his right hand in the pocket of his machinaw coat and his electric lantern hanging on his wrist.

Haltingly as if not quite certain whether he should speak or keep still, he said: "There's a permanent vacancy on my crew now, Speed. Would you — If I —, Aw, dammit! You know what I mean. You've got the makin's of a good switchman in you. If you want to show up on the turn —"

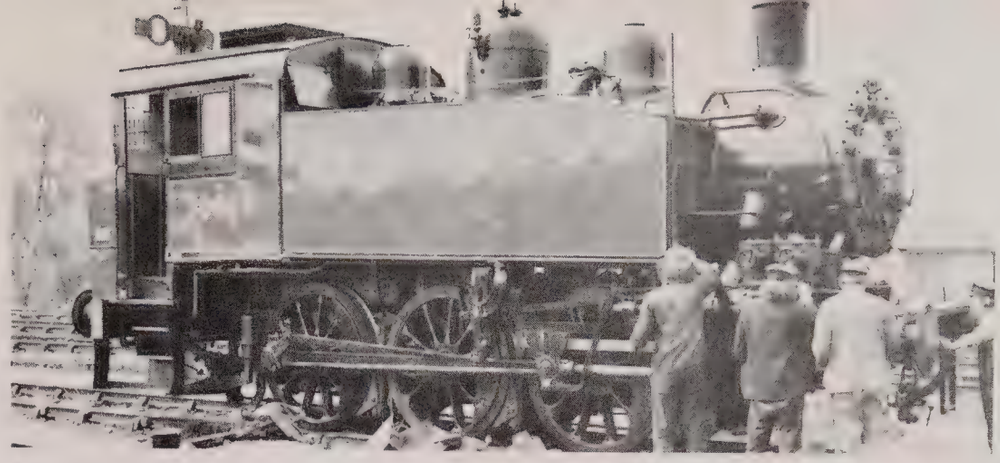
"I'll be on your footboard at four this afternoon, Mr. Blancett," he cut in. "I'll be there passing signals, and maybe I'll be using your goat for a taxicab to haul those freight yard flossies around."

The big foreman's face flushed to the roots of his iron-gray hair. He tried to hide his confusion behind a laugh.

Peggy smiled sweetly. Grabbing Speed by the arm, she hustled him away, saying: "Come on, Redhead! Let's get out of this dump before you two get into another argument."

IN SEARCH OF STEAM

Mike Eagleson



Ex-U.S. Army Transportation Corps. Vulcan 0-6-0T being groomed for hauling passenger train from Sheffield Park to Horsted Keynes, England. Loco number 30064 was the same when she was owned by British Railways Southern Region. She worked for several years on the Southampton docks. Signal shown above cab is a ring arm that is used only for switching operations. Raymond E. Ruffell, 2-Victoria Villas, Little Sandhurst NR. Gamberly, Surrey, England.

WHILE 4-8-4 No. 2101, now renumbered No. 1, is touring the East with the American Freedom Train, crews of workmen (and in some instances, several of the same personnel that restored the 2101) are rushing the job of rebuilding former Southern Pacific 4-8-4 No. 4449 in the Burlington Northern's roundhouse at Portland, Oregon.

Elsewhere, a smaller but equally dedicated group is busy rebuilding former Texas & Pacific 2-10-4 No. 610 at Fort Worth, Texas, reports a resident of that city, Harold D. Connor, 1004 Blue Bonnet Drive. Plans are to let the big "Texas" pull the AFT through its namesake state and possibly elsewhere in the Southwest.

Last February 18th the 2101 was bought by Ross E. Rowland, Jr., chairman of the AFT Foundation, for use on the patriotic train in the East. The Northern type had been built in the Reading Shops in 1945 and retired from regular service in 1956. Although she received attention for possible use as a replacement for sisters 2100, 2102, and 2124, she was never called upon to haul an "Iron Horse Ramble" during the 1959-'64 era of those famous steam excursions.

In 1967 the Reading sold Nos. 2100 and 2101 to the Striegel Supply Co., of Baltimore, Maryland, where the latter remained in deteriorating condition until Ross acquired her for the Freedom Train. The remarkable fact about the 2101's return to service was that with an around-the-clock crew of volunteers and paid employees, this locomotive, dormant for 19 years, was completely reflued and rebuilt and began steaming again only five weeks! This is an unbeaten record for a locomotive out of service for so long a time. The whole repair forces who worked on her at the Baltimore & Ohio's Riverside roundhouse in Baltimore deserve a lot of credit for completing this difficult task — and in record time!

A FORMER Great Western 2-8-0, No. 75, was moved from storage at the Rocky Mountain Arsenal near Denver, Colorado, to the Camas Prairie Railroad at Orifiro, Idaho, reports Ed Bernstein in the Pacific News.

NARROW-GAGE Consolidations 269, 279, and 281 are stored serviceable in Mexico at the site of the old San Lazaro station in Mexico City. Although the roundhouse there has nearly been razed and, like the station, is in ruins, some trackage remains. The Mexican Government plans to start a tourist run on a 19-mile portion between Nepantla and Amecamecca, near Mexico City, the Pacific News tells us.

I recall chasing steam with a camera along this section of slim gage in 1964 and '65 — how long ago that seems. In those days the little 2-8-0's sported oversized standard-gage headlights. The puffing engines, often two to a train, barked loudly while passing the two snow-capped volcanos nearby. On one occasion I boarded the lead engine of a doubleheader at the invitation of a friendly maquinista (engineer). It wasn't long before he let me run the locomotive, which made me happy, and to play a tune on his custom-made, six-note, chime whistle. With the future return of narrow-gage steam, sights and sounds like these will doubtless be repeated for thousands of railfans, natives, and tourists.

DR. TIM GAUTREAUX of 610 S. Chestnut St., Hammond, Louisiana, needs help in locating the owner of the old Willis Short Line 4-6-0, long abandoned in the woods at Enon in the same state. The doctor hopes to acquire her for preservation. Who can help him?

AARNE FROBOM of the Michigan State University Railroad Club at East Lansing 48823, reports that their former Pere Marquette 2-8-4 No. 1225 will soon be test-fired. Most of her boiler work has been completed. Elsewhere in Michigan, former Grand Trunk Western 4-8-4 No. 6323 has received minor attention in the Detroit Terminal roundhouse at Detroit. I hope both of these Michigan giants will be steaming again in the near future.

LONG displayed in a city park in Milwaukee, Wisconsin, former Milwaukee Road 4-8-4 No. 265 may soon be forced to find a new home, due to construction of a new highway. The Illinois Railway Museum at Union, seems a likely candidate, according to Jeff B. Haertlein, 3215 S. Illinois Ave., Milwaukee 53207. Is it too far out to contemplate that once the locomotive is on connected mainline track again, some organization may become interested in restoring her for fantrip service? Ross Rowland, take note.

ANOTHER steamer long unserviceable, 2-8-2 No. 10 from the Kentucky & Tennessee, stored at the Tennessee Valley Railroad Museum, P.O. Box 44, Chattanooga, Tennessee 37401, is now being rebuilt by the museum. Once restored, she will be painted to resemble a NC&StL engine, reports Kenton Dickerson, Acquisition Committee for Locomotives. Plans are to have her available for fantrips by the fall of 1976.

Also on the property is former Gainesville Midland 2-10-0 No. 203. The Decapod is on loan to the museum by her owner, the Atlanta Chapter of NRHS. She is definitely restorable for service, but the TRVM has no plans to do so. Perhaps another group needing a hard-pulling steamer could step in. I remember photographing this loud-talking engine in 1959 in the last week of her regular service on the Gainesville Midland. And was she a smoky engine!

New Steam Books

SOUTH AMERICAN STEAM, by M. H. J. Finch, hard cover, 96 pages, 8½x8½," photos, maps, published by D. Bradford Barton, Ltd., Trethellan House, Staubyns Rd., Truro, England, £3.50. (Available through Railroad Magazine Book Service.)

A pictorial history of the steam locomotives, mostly still in service, in Argentina, Brazil, Chile, Columbia, Ecuador, Paraguay, Peru, and Uruguay, and where to find them. So little has been written about the steam treasures lingering in South America that this volume is well worth buying, reading, and keeping for reference. Photography is good and excellently reproduced.

TITLED TRAINS OF THE WESTERN, by Cecil J. Allen, hard cover, 96 pages, 7½x9½," photos, published by Ian Allan, Terminal House, Shepperton, Middlesex TW17 8AS, England, £1.75 (Available through Railroad Magazine Book Service.)

A work combining the perfect marriage proportion of descriptive text and dramatic photographs of the crack passenger trains on British Railway's Great Western. Virtually all the pictures are of the railfan ¾ wedge-shot type. The easy-to-read text matter has human-interest anecdotes. Early steam views are included, right up to contemporary diesel traction to cover the best in GW passenger trains.

FRENCH STEAM LOCOMOTIVES, by Graham Glover, hard cover, 96 pages, illustrations, drawings, Barry Rose Publishers, Little London, Chichester, Sussex, England, £5.75. (Available through Railroad Magazine Book Service.)

A historically accurate documentary of steam locomotive design, practice, and performance in France from 1890 to 1950. Basically detailed in text, this work has illustrations of the major locomotives discussed. More photographs should have been included to supplement the extremely well-researched chapters. This book is essentially for the true student of steam-engine history and is not recommended as a locomotive picture book.

Self-portrait of Tom Lyons taken in May '75.

Sundown at the east end of the Union Pacific Railroad trailer yards in Denver, Colo.

All photographs by Thomas P. Lyons, P.O. Box 442, Golden, Colo. 80402

THOMAS P. LYONS

Interesting Railfan No. 151

by Freeman Hubbard

BORN in Jersey City on January 5, 1945, Tom Lyons became a better-than-average railfan photographer because he grew up in railroad areas and later received photographic training from the Air Force, 1960-1964, and the Brooks Institute of Photography, 1968-'71, and took many fantrips.

Tom never knew his father, but was raised on the money his mother earned while working for the Army. His first contact with trains was in Asbury Park, N.J., where the grammar school he attended stood within a block of the New York & Long Branch and the Jersey Central, which at that point used the same tracks. The sounds of nearby steam power drifted into his classrooms, especially on warm days when the windows were open. Tom found them more exciting than geography or arithmetic. In fact, he says, he never did like school.

"In those days," he recalls, "Pennsy E-4 Pacifics and E-6 Atlantics were pulling the Tuscan red passenger trains. The Jersey Central had already begun to dieselize its own dark-hued trains. They used Fairbanks-Morse H-15-44's and H-16-44's and later Baldwin double-cab Dr-6-4-20's. I saw one of the latter, 2002, on display temporarily at the 4th Avenue crossing in Asbury Park, with wooden steps providing access to her."

At that time New Jersey was a railfans' paradise, having more trackage per square mile than any other state. In 1958 Tom and his mother moved to West Allenhurst, just across a small lake from Asbury Park. He liked to stand on a bridge there, a quarter-mile from the station, and photograph the tracks. Deal station, not far away, had burned down a few months before he took up residence in that area.

When going to high school, Tom boarded a train at Allenhurst, rode half an hour to Red Bank, and then bussed to Lincroft, N.J. Usually he rode the Jersey Central to school and came home on the Pennsy. One day while stepping from one CNJ car to another, a coupler broke beneath his feet, half a mile south of Red Bank. The front part of the train kept on going, leaving behind three or four cars, with Tom on board. Suddenly the next train rolled around the bend, heading north on the same track. The marooned passengers, fearing a rear-end collision, ran in a panic toward the bushes on the right-of-way. There was no crash, but before a switcher from the Red Bank yard could pick up the waiting cars, four trains in a row were delayed at the depot.

On another occasion, flames shot up between two cars on a CNJ train that Tom was riding. Not having water immediately available, the crew poured beer onto the fire, and then someone got a hose from the Red Bank station and put it out. Tom Lyon's grinning mug showed plainly in a picture of the mishap made by the staff photographer from the Red Bank Register.

Tom flunked his last year at high school because of his interest in aviation. He says he could fly a plane before he knew how to drive an automobile. Two of his other interests were gun collecting and target shooting. His main ambition is photography. However, he graduated tenth in his class at college.

On August 3, 1963, he made his first parachute jump at the Lakewood, N.J., parachuting center. To reach the drop zone, which he often visited, he'd ride a southbound train to Point Pleasant and hitch-hike seven miles, using his lunch money to buy train tickets and rent chutes; but he consistently refused to play ball for his school. This made him unpopular at school. Before commencement day, the engineer of the train Tom usually rode to school gave him a graduation present in the form of an engine-cab ride. He occupied the seat of the fireman, who was asleep on the noisy, swaying, steel deck!

A week later he joined the U.S. Air Force. In due time he found himself at the Katy railroad station in San Antonio, Texas, and traveled from there to Dallas on what he describes as "the

world's slowest train." It had day coaches and a diner, but no sleeper. That trip took eight hours.

"The tracks were unbelievable," Tom recalls, "worse than those on abandoned NY&LB branch lines. We even stopped three times to chase grazing cattle off the rails. But when we took the Texas Zephyr out of Dallas we had private rooms, with obsequious porters, and we journeyed further through the Lone Star State and New Mexico over the Fort Worth & Denver and then the Colorado & Southern, through scenic beauty that kept me glued to the windows, even at meal time. Table-top mountains, canyons, and buttes with warm colors. We pulled into Denver at nine p.m."

Later, while our hero was riding a Pennsy train eastward, one of its E units broke down at Canton, Ohio. The weather must have been about 20 below, and the train had no heat. Tom suggested to a fellow passenger that they chop up the seats and start a fire, but of course they didn't. After that, when he was on a Frisco train, it had gone only 100 yards out of the St. Louis Union Depot when the lead engine was removed for use on a freight. At last they reached Oklahoma.

"For the next 16 months," he writes, "I was stationed at Altus Air Force Base in that state. I could find only four things to do there: sleep, watch trains, jump out of airplanes, and go crazy from boredom." (Editors's note: What, no girls?) "You can't use a parachute in high winds, but I did manage to get 36 jumps and do a lot of train-watching on the various roads that served Altus. Thus I kept my sanity."

Suzanne Kem, who runs a dancing and gymnastic studio with her husband in Ponca City, Okla., recalls meeting Tom at the Altus AFB when he was the base photographer and she was a U.S.O. dancer with a group of university students entertaining the men. "I asked Tom to send me several pictures he had taken of our show," she writes. "He surprised me by sending at least thirty 8 x 10s. I thanked him and asked him to visit me at the university if he ever had a chance. One night he came to my front porch with his baggage, including a huge parachute. We have been friends ever since."

Eventually landing in Viet Nam, Tom had his first view of a meter-gage railway. The usual practice there was to run at least one flatcar ahead of the engine to get rid of whatever rail mines

A Burlington Northern E-8 in Denver yards.

were scattered about. Most of the steam was French-built, the rest being assorted types imported from the U.S. Diesels, he says, were either U-6b's or U-9's. Each of the engines he saw bore an American crest, which included a picture of allies clasping hands. Usually the trains were heavily armed with troops and heavy-caliber weapons and had an air cover. Tom spotted only one passenger car during all the time he was in Viet Nam. Second-class travel

Pine Creek R.R. (Allaire State Park, N.J.) loco roster on Christmas, 1970. Lead engine is No. 6, a 2-truck Shay (Lima, 1927), ex-Ely-Thomas Lbr., followed by No. 3L Lady Edith, 4-4-0T, Stephenson (1887), ex-Cavan & Leitrim Ry., Ireland, a 2-6-0T Porter. and an 0-4-0T.

Station scene at Santa Barbara, Calif., on eve before Amtrak.

Tom with South Vietnamese boys while stationed near battle zone.

there was the bare floor of a boxcar, onto which you ducked when the North Vietnamese began shooting.

It seemed to Tom that every little bridge or trestle had a bunker. A speeder was sent ahead of each train to clear the track of mines or to pass back the word that rails were out or damaged. He remembers seeing only one train really stopped. The Russians had sent the Viet Cong some anti-tank weapons adapted from a Nazi invention. One of these was fired at a steam engine heading north to Da Nang. Being armor-piercing, its shells easily tore through the locomotive boiler and exploded outside, killing the hogger. With the boiler top gone, the flues were pushed up and back like banana peels.

While in Vietnam, he adopted a native boy whom the war had orphaned, but the lad was killed before he could be taken to a new home in the States. Together with a buddy, Dave Treml, Tom took a week off to visit Japan and ride the various electric trains around and out of Tokyo.

"The Tokyo station was a madhouse," he recalls, "a swollen river of humanity. On three occasions we got lost, but courteous local residents who could speak English helped us to get where we wanted to go."

Back again in the U.S., Tom was stationed at the Hamilton Air Force Base in Marin County, Calif., just beyond the Golden Gate bridge. In that area he observed the San Francisco Municipal Railway and the Southern Pacific commuter lines. The Northeastern Pacific ran right through the base. A short line, the Petaluma & Santa Rosa, with four 44-ton locos, branched off the NWP main stem at Petaluma and extended north for 30 miles. One morning our Interesting Railfan saw all four engines passing through the base, headed south on the NWP.

In June '68 Tom was honorably discharged from the Air Force and moved to Santa Barbara to attend college under the GI Bill of Rights. He found plenty of rail action in that area. The station and roundhouse were Spanish architecture. The station was still being used; but the roundhouse, designed from a bull ring in Spain, had become a lumber yard. While at college in that area he joined the South Coast Society of Model Engineers (later resigned from it) and visited the trolley museum at Perris. Modeling led him to bigtime railfanning, simply as a matter of evolution.

In 1971 Tom married a brown-eyed gal named Pamela Hitchcock. The marriage did not provide the emotional security they had hoped for. A divorce followed about two years later. Roberta Cordell of Oxnard, Calif., whom he dated briefly in 1969 while she was an art student at Santa Barbara, has remained a friend of Tom's since her own marriage and his.

"He thought it was very exciting," she writes, "when my husband and I lived near Boston & Maine tracks in New Hampshire last year and would ask me to send him the numbers of the engines I saw there so that he could look up information on them."

After leaving Santa Barbara, Tom headed for Colorado again over a route that gave him a maximum exposure to rail lines. At Tucumari, N.M., he saw a train wreck and took many pictures of it. The coupler on an SD-45, he says, had broken and sent cars rolling off the rails in both directions. At Las Vegas, N.M., he found the old roundhouse still intact but forlorn-looking, with a 2-6-2 exhibited there.

Crossing the state line into Colorado," he recalls, "I literally kissed the ground with joy. Trinidad, in that state, took a lot of my time, with its C&S engine on display, a major rail yard, and the Colorado & Wyoming Railroad terminus."

After the break-up of his marriage, Tom moved to his present address: P.O. Box 442, Golden, Colo. 80401. Golden was founded in 1859 by a trader named Tom Golden. It was the state capital for five years before Denver, at a time when Denver had only about forty buildings. The apartment house Tom lives in is 105 years old. His railroad library is small, because he is not rich and because the Colorado Railroad Museum library is located in that city.

He took about 1,000 photos of the Burlington, Union Pacific, C&S, and Denver & Rio Grande Western yards and shops in Colorado. Then he turned his attention to the Clear Creek system.

"Last winter," he tells us, "a friend and I descended more than 1,000 feet down the side and back of that canyon, which is now inaccessible from the road or elsewhere on the system. We found rails, artifacts, and even three sections of narrow-gage track. That area had the colorful old Colorado Central Railroad, based at Golden City and the Georgetown Loop, now being rebuilt. Hopefully, this summer I shall find the east portal of the old Atlantic & Pacific Railroad tunnel under the Continental Divide. It has been lost for many years. With the aid of maps, old accounts, and descriptions, some fellow and I think we have narrowed the location down to a 100-yard circle. Now that the snow has melted, we hope to find it."

Tom is a six-footer plus one inch, weights 185 pounds, and has brown hair, blue eyes, and a light complexion. He regularly reads a wide variety of magazines, including ours. He likes to

shoot engines spotted at night and give character to his portraits of motive power. He also photographs rail people and is much interested in railroad history and modeling. Like Henry D. Thoreau, he enjoys natural scenery without a trace of human beings tampering with it.

Says he: "I resent any developer who would build as much as an outhouse on these mountains; and I have zero tolerance for crooked, incompetent, or stupid beaurecrats and politicians. I am fond of birds and animals, except deadly reptiles, rats, and sharks. I enjoy solitude, but not loneliness. When Pam and I were divorced, she got our basset hound, of which I was very fond; but I plan to get another hound and a St. Bernard."

He never uses tobacco. "I can't figure why anyone would set fire to dried leaves rolled up in paper and stuck into the mouth," he says, "I don't drink, either, nor use drugs. Not even aspirin. I believe in the total control of mind over body, and I never get sick."

Don George of Santa Barbara, who has known Tom for about five years, is "impressed with his ability to speak out when he feels he is right or sees injustice being done to his fellow men."

Our Interesting Railfan is a registered Republican and "the kind of Catholic who believes in restoring the church to the simplicity of its earliest history." His personal philosophy is that the power of mind is limitless and should be used for the betterment of mankind. "Anything that hurts another person or the earth itself," he maintains, "is wrong and stupid. I am more concerned why something is said than what was said. I get satisfaction from people who are happy because of me and from anyone who likes the photographs I make."

This magazine has published a number of his pictures, including one of a weedburner which we did not credit because he forgot to put his name on the back of the print he sent us. Other rail and model publications also have used his photos. At present he is preparing a report on rail commuter potentials which he hopes the City of Golden will adopt. He also would like to play a role in the state's Transportation Department, and is trying to design a reserve parachute system. "The concept is easy," he says, "but making a prototype is giving me fits."

Robin Reese of White Bear Lake, Minn., writes: "I first met Tom at a week-end retreat called 'Christian Dialogues' in Santa Barbara. He was witty and very skeptical about the whole affair when it started on Friday night. By Sunday afternoon he had discovered that people who still went to church weren't necessarily stuffy and soon he became one of us."

The purpose of that group was to foster self-discovery by simple love of themselves and of others. "I really can't describe what happened," Tom says. "To understand, you should experience it yourself."

In San Francisco he visited a free clinic for drug-related cases, felt compassion for their misery, and worked with them for a while.

"I have never seen another such group of people so lonely, scared, and screwed-up," he relates. 'I finally quit after helping a pathetic-looking girl of sixteen to survive a dangerous dose of acid."

In Denver he discovered a movement called mind control. "This science," he says, "allows you to lower the frequency of your brain-waves and take command of your bodily functions, increase your learning ability and creativity, eliminate negative guidance from your past, and make whatever other changes your personality needs. Since then, I have lost 22 pounds of surplus weight without dieting or exercise, and my life has been on the upswing."

Last summer he and two other fellows climbed to a sugar-loaf in the center of Gore Canyon to photograph the Rio Grande Zephyr as it sped along the Colorado River in the canyon about 2,000 feet below. That's the kind of thing Tom Lyons likes to do more than anything else.

It was deep night in the summer of 1974 as these four lashed-up D&RGW diesels waited for a mainline trip in Denver's North Yards.

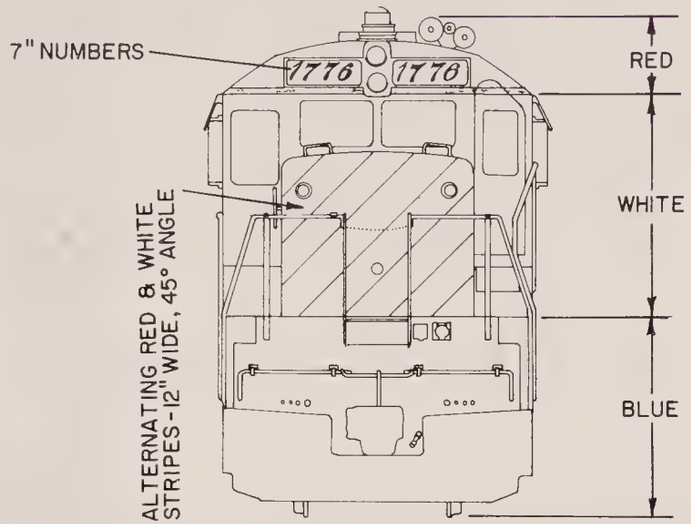
Painting and Lettering Diagram: One of Burlington Northern's Three Bicentennial Units

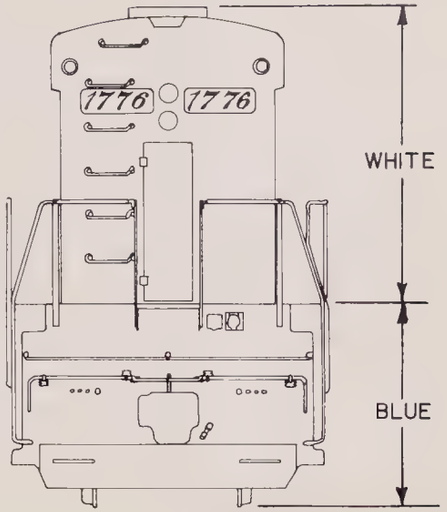
Burlington Northern No. 1776 is one of three the company has painted in patriotic red, white and blue in honor of the nation's Bicentennial. She is a U 30-C road loco weighing 411,000 lbs. Two others in similar colors are No. 1976, an SD 40, and the 6325, an SD 40-2.

ALL GRAB IRON (VERT.) & HAND RAILS ARE WHITE.

ONE INCH WHITE STRIP ON VERTICAL EDGE OF STEP.

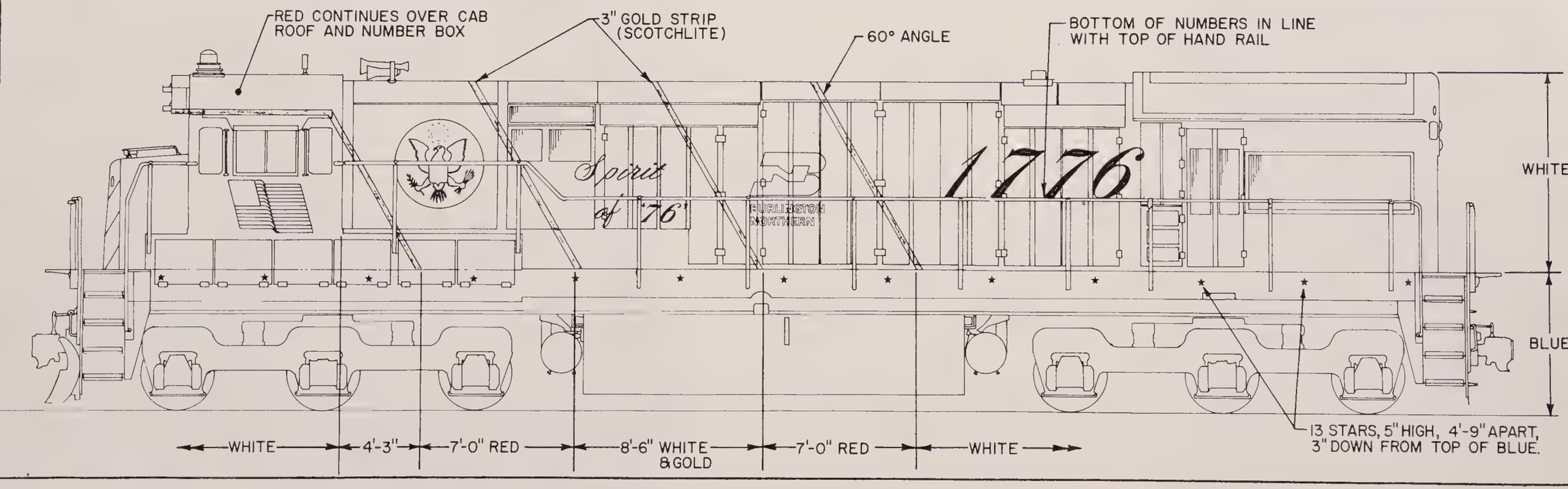
U.S. SEAL, BN LOGO AND UNIT NUMBER ARE CENTERED ON EACH OTHER. SPIRIT OF '76' LOCATED AS CLOSE TO CENTER AS GRILLS WILL ALLOW.





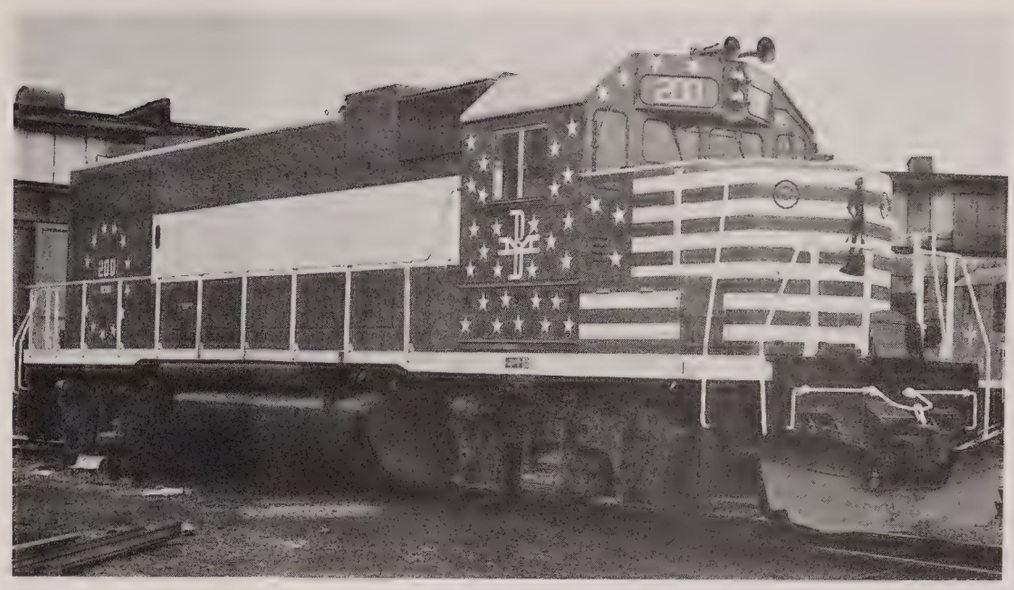
U.S. SEAL — 4'-0" DIA.
BN LOGO — 25" HIGH — WHITE
U.S. FLAG — 24" HIGH

'76 —— 24" HIGH — BLACK
SPIRIT OF '76'-12" HIGH — BLACK



TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON



Bicentennial-colored Boston & Maine GP38-2 No. 200 was B&M 212 renumbered for celebration.

Jean Publicover, Box 183, Swampscott, Mass. 01907

ELECTRO-MOTIVE DIVISION of General Motors, the largest builder of diesel locomotives, unveiled a new straight-electric in a gala ceremony on May first. This loco, model GM 6C, after operating on the newly-strung catenary in La Grange, Ill., was sent east for tests on Penn Central. Rated at 6000 h.p., she resembles an SD-45 with a pantograph and is a C-C with a squared-off cab which harks back to the classic GP-30. Next year, there will be tests of the mighty GM 10B, basically a stretched version riding on B-B-B trucks, rated at 10,000 h.p. Barring problems, GM6C should be on PC as you read this.

BALTIMORE & OHIO had some turntable problems in the two-week period ended April 8th. First, GP-40 No. 3693 nosed into the pit at my home city of Cincinnati, rupturing her fuel tanks and dumping 4000 gallons of diesel fuel into the pit. She had just been "topped off" at the fuel rack and was headed for the house for brake work.

Then, in St. Louis, GP-35 No. 3552 went all the way into the pit there, shearing off both trucks! Finally, back in Cincinnati, the 3693 was ready to return to service and was to be brought out of her stall when GP-35 No. 3507 nosed into the pit, laying over on the fireman's side, damaging the frame, running gear, and superstructure. It also knocked out the table, which had to be operated with a bulldozer until repairs could be made. No. 3507 went to Cumberland, Md., for repair.

On the same day that 3693 went into the pit, three weak-minded kids threw a switch under Toledo 92 as the long drag waited for a signal. This derailed four cars, one of them sideswiping a GP-9 which was in the siding waiting for 92 to clear. The B&O estimates damage on that incident alone will approach $100,000. As a result, a very strick security was clamped down. Such events could make it hard for many railfans.

MOREHEAD & MORGAN FORK R.R., in Kentucky, is not dead! After seeing "obituaries" in this column and elsewhere, Howard Gans, one of the owners of the road, gave me the facts.

At present, the railroad is developing a plan to load coal into hoppers from trucks within the old Lee clay pipe plant. This action was taken after the City of Morehead objected to the coal dust problem that would have accompanied loading in the open. The M&MF owns four diesels, all ex-Durham & Southern, RS-12's No. 1200-1202 and DRS-4-4-15 No. 365. The 365 is ex-Norfolk Southern 1508, which was built as a DRS-6-4-15 (A1A-A1A) but retrucked to B-B by the railroad. At this writing, one RS-12 and the 365 are still in Dunn, N.C., while two RS-12's are in Morehead, relettered for Morehead & Morgan Fork but keeping their D&S paint schemes.

Mr. Gans said the D&S deal was "all or none," which is why his 4-mile railroad owns four road switchers. M&MF also got the large stock of Baldwin parts that the D&S had. Old M&NF 0-6-0 12 is still on the property, in serviceable condition. She's ex-Southern. The M&NF is toying with the idea of running trips with her. As I was invited to the official opening of the road for business in mid-May, I should have something on it for you in next issue.

SEE any Boston & Maine Centennial units yet? As they are put through the shops, all B&M units will get a red, white, and blue "racing stripe" on their sides to commemorate the nation's 200th birthday. New GP-38-2 No. 212 was renumbered 200 (signifying 200 years) and given a beautiful new red, white and blue "Stars & Stripes" paint scheme, and will tour the system.

THE COTTON BELT has ordered 34 new locos of 3600 hp, with six-axles and six motors, to be delivered this July. Presumably they'll be EMD SD-45T-2's. And Southern Pacific has ordered 70 more MP-15's (EMD 1500-hp switchers, delivery date November 30th).

ILLINOIS CENTRAL GULF 1776 doesn't look too badly damaged by a recent fire, according to a photo we received from Bill Wylde, Rte. 2, Box 4338, Murphreysboro, Illinois 62966. We would have published that photo —— which shows her, fire-blackened, in the Paducah, Ky., shop complex —— if it had shown the details more clearly. Bill says ICG will repaint GP38 No. 9506 to replace the original 1776 and display her in Chicago on July 4th.

MORE units for Alaska went through Cumberland, Md., on April 6th, according to John Kunis of that city. The 1953 Alco MRS-1's, which had been stored at Mechanicsburg Army Depot since the late fifties, were reconditioned in the B&O shops

Rock Island SW No. 505, with a built-up frame, shown idling in the yards at Silvis, Ill., in 1952. Note the top listing vents in open position and steam-age headlight with hood.

Jim Edmonston collection

Multi-unit Southern diesels, three RS-3's and five FP-7A's, haul train No. 6, the Piedmont, with 14 cars into Greenville, S.C., depot from Atlanta, Ga., on June day in '73.

Curtis C. Tillotson, Jr., College Street, Oxford, N.C. 27565

and were actually operated west on B&O freight, a rather startling development. The units were U.S. Navy No. 5 and U.S. Army 2073-2075 and 2077. Alaska Railroad machinist Mike Knox accompanied the units all the way from Cumberland to Alaska. Maybe if he sees this he will write up his trip report. I'd like to read that one. Did anybody get photos of this highly unusual B&O movement?

A list of B&O F-7's stored at Cumberland on March first includes: 4582, 4596, 4569, 4528, 4537, 4502, 4550, 4553, 4607, and 4630. Also B units 5484, 5490, and 5495. These are now gone, either to Morrison Knudsen or back in service. The 4582 and 4596 were seen heading west dead-in-train with stacks covered, in mid-April, bound for St. Louis and a western connection.

A late-March trip to Hagerstown, Md., by Ray Hakim found eleven F-7's operating in Hagerstown and Cumberland. The Western Maryland in Hagerstown still using the two BL-2's, 81 and 82, and RS-3's in the yard. Alco S-6 switcher 151 was transferred from Hagerstown to Ridgely (Cumberland). Road power included F-7's, SD's and GP's. Reading in Hagerstown fielded GP-39-2's, and three Alco C-630's, which are now reportedly in storage at Reading. Norfolk & Western had five new low-nosed SD-40-2's at Shomo. Amtrak, B&O, and C&O E-8's are stored at Cumberland in the B&O complex. At Reading, Pa., the Reading Railroad was heavy on RS-3's, at least a dozen on the ready track. Stored were SW-1's 20 and 21, and Baldwin DS-4-4-10 No. 716.

Naporano Iron & Metals got more N&W units in late March: U25B's 8139 and 8146, also ex-NKP S-4 2068 and ex-NKP H-12-44 No. 2154. Ray says that to visit the Lehigh Valley in Newark, N.J., is a tough task now, as security has gotten very tight. Get permission first.

GETTING BACK to B&O news, James C. Reese, Rte. 7, Box 315, Fairmont, W. Va. 26554, says much coal is moving out of Fairmont in all directions to Connellsville, Benwood, and Grafton. Hump power in April was GP-38's 4802, 4805, 4813 and 4816. These are the later order of GP-38's which B&O bought. They have paper air filters and are seldom seen in groups. One unit at a time is used on a hump turn. F-7's are still seen in that area, too, working out of Grafton. The Monongahela RR, which once was the only other road in Fairmont, now comes in only as far as Hickman Run Bridge, due to a landslide at the Baur Lumber Company which left the rails hanging over the side of a hill! Monongahela has never repaired the track, although the old station, now cut off, still stands. B&O has torn down its old Fairmont station. The roundhouse, once a busy place, is now full of maintenance equipment. Mr. Reese owns the builder's plate from B&O 9266, a Baldwin DS-4-4-10 switcher, which was knocked off in a yard accident.

TERRY GEHRIS, 555 West St., Pottstown, Pa. 19464, corrects a numbering error on Reading's GP-39-2's. They are 3401-3420; there is no 3400. Terry says that Reading has shut down its twelve Alco C-630's, due to increased maintenance costs, and stored them at Reading, Pa. The Reading still operates C-424's and C-430's, but is studying them.

WHO knows the history of three red and cream coaches lettered "Black Hills Central" and spotted in the Burlington Northern yards in Pasco, Wash., on April 6th? Jim R. Huffman, Rte. 3, Box 3293, Sunnyside, Wash. 98944, asks who owns these 85-footers, where they came from, and where they are now. He watched a Union Pacific crew rerail GP-38-2 No. 2025 in Sunnyside on March 25. She split a switch close to the UP/BN interchange and was rerailed by a mobile crane mounted on a three-axle truck.

BANGOR & AROOSTOOK units are still operating away from home rails, even though CP Rail was obliged to return their BAR units, due to a new Canadian tax law. According to Mayer Pearlman, 141-11 78th Rd., Flusing, N.Y. 11367, the Long Island at one time had eight BAR Geeps on lease. He saw 64, 65 and 66 in late March.

BILL CHENEY, Rte. 5, Box 171, Paducah, Ky. 42001, a disc jockey at WKYX, Paducah, visited the ICG's large Paducah shops complex and found many ex-IC and GM&O units on the storage tracks. He also discovered both of the Columbus & Greenville's Whit-

A mid-winter thaw had settled over the eastern slopes of the Rockies and the snow melted into cold soup in this night scene of Burlington Northern locos at Rice yard in Denver.

Photograph by Thomas P. Lyons (see page 42)

comb 65-tonners, 41 and 42, that we featured in April issue. As you may know, Precision Engineering Co. of Mount Vernon, Illinois, operates within the ICG shops on a contract basis, rebuilding locos for resale. Bill mentions Alco S-1's, RS-1's, RS-3's, EMD SW-1's, F-3, F-7's, the wrecked GM&O GP-30 No. 500, and some Illinois Central E-7's as company on the storage tracks for the little Whitcombs.

SOUTHERN has not shut down all of its Alco RS-3's, as has neighbor Seaboard Coast Line. Three of them were seen operating on the North End in recent months. C. G. Heflin, Box 6094, Arlington, Va. 22206, reports seeing 2034, 6220, and 6231 working in Alexandria, Va. When I was just getting started with slides in 1955, I shot the 6206 there, in green and gold. Mr. Heflin wants to hear from anyone with photos of Central of Georgia's SD units (presumably SD-9's and SD-35's).

REMEMBER Pennsy's gas-electric doodlebugs? One, the 4666, has just found a new home on the Black River & Western in Ringoes, N.J. Owned by the Historical Equipment Assn. Inc. of Willow Grove, Pa., she was officially retired by the PRR on 8/17/65, sold to a private party that October, and purchased by HEA on 7/13/71. Her last revenue run on PRR was Camden to Trenton, N.J., on 6/28/63. She has been on the New Hope & Ivyland for 3½ years, lettered NH&I, but in her new home will be restored to original PRR livery, which should please Mike Eagleson.

The car was built by J.G. Brill of Philadelphia in 1930 as part of a five-car order (4666-4670). Pennsy converted her to diesel power in 1942 with the addition of a Hamilton 6-cylinder, 4-cycle 425-hp prime mover and a 4-cylinder, 4-cycle, 15-hp Hercules as auxiliary power. PRR original class (as Gas-electric) was GEG 415; as a diesel she was class OEG 415.

Her trip from the NH&I to the BR&W covered 83 miles, even though the roads are only about one air-mile apart. However, to cross the Delaware River the route was NH&I, Reading, PC, and onto the BR&W. Two small leaks resulted, but were fixed. BR&W will operate the 4666, occasionally using Reading caboose 92813 as a trailer. Our thanks to Hugh Jenkins, president of HEA, 2954 Banner Rd., Willow Grove, Pa., for this report.

TOM JOHNSON, Rte. 4, Box 19, Asheboro, N.C. 27203, says Southern's Spencer Shops (also mentioned in April) have been closed for so long he can't remember when. Only tons of pigeon droppings are inside those buildings now.

HOW MANY PC units are still operating in old NYC or PRR paint? John L. Miller, 50 Murray St., Coventry, R.I. 02816, shot Penn Central U-25B No. 2527, still lettered NYC, at Attleboro, Mass., on Jan. 21st. John also spotted Illinois Northern Alco S-4 29 at the Providence & Worcester shops in Worcester. This loco has been sold to a private contractor in the area and is kept at the P&W shops. The contractor plans to use No. 29 in building a new rail system of some kind (subway, maybe) in the area.

WILLIAM D. SAMPLE, 41 Glenn Rd., East Hartford, Conn., and Hollis S. Baird, P.O. Box 46, Wollaston, Mass., want you to know that the Beacon Park Yard in Boston, mentioned in our April issue, was not part of the New Haven but of the old New York Central before the PC took over. Taking issue with the remark about the New Haven's track, Hollis says the Shore Line from N.Y.-Boston is now some of the best trackage in the country, with 30 passenger trains a day, speed limits of 70 and 90 mph (Turbotrains). Bill claims the NH rails were never as bad as they are now under PC rule, and even now don't about some of the PC's problems in Indiana. He adds that Amtrak SDP-40F's in his area have been replaced by rebuilt E-8's and E-9's.

Santa Fe No. 2301, an SC, was La Grange's first product, in 5/36. Over the years, 21 SC's and 16 SW's have been scrapped outright, 12 SC's and 46 SW's have been rebuilt with new 567 engines, one SC and six SW's have been traded in on new power, and four SC's and six SW's were cut down to non-powered slugs.

With these successful models, EMD was on its way to placing its switchers in every part of the country. Today, the only switcher models available are La Grange products. The EMD switcher models have been tough to visually separate, as they overlap with tiny exterior differences. The general design of the 1936 SC and SW carbody was not radically changed until 1966, and even now reflects the basic endcab-over-low-hood thinking. Next month we'll look at the "big Brothers" of the SC and SW, the 900-hp "N" series.

Wayne Bridges, RR1, Box 282A, Delavan, Ill. 61734

On a cold, raw, Saturday afternoon last January an Illinois Central Gulf section man looks on as Extra 731 West rumbles past his put-put.

Central of New Jersey 1007 in yards at Jersey City, on Feb. 19, 1950. Loco built in Dec. '38, was next to last engine to get a cast frame at EMC. Only one of Winton vents in use.

Photograph by Bert Pennypacker

CONTINUING our study of EMD's switchers, we mention a locomotive that was really not a switcher but a specially-ordered transfer locomotive. In May, 1936, EMC contracted with St. Louis Car Co. and produced a huge center-cab monster for the Illinois Central, the 9201 (later renumbered 9202). Rated at 1800 hp, using two Winton 201-A, 12-cylinder engines, she rode on four trucks, a B-B+B-B wheel arrangement. Both ends were identical, as if two pre-SC models had been built back-to-back with a common cab.

After years of labor in the Chicago area, she was sent back to St. Louis to have an underframe sag corrected. Large angled gusset plates were added, tapering down from the cab to the pilots. She was scrapped in this configuration in 1950.

EMD adopted the cow-calf theory for transfer and hump engines, building no more huge center-cabs. In fact, the only other center-cabs EMD ever built were eleven vest-pocket model 40's, those tiny four-wheelers. EMD called IC 9201 a model T, for transfer.(No relation to Ford's cars.)

Also in May, 1936, EMC produced the first model SC switcher, in the form we recognize as "standard EMD switcher design." The SC featured a high, rounded cab at the extreme rear of a low rectangular hood. SC designation means Six hundred hp, Cast underframe. The unit rides on two AAR type A switcher trucks, is powered by an 8-cylinder Winton 201-A plant, and features the three rectangular vents at the forward edge of the hood side which was common to all Winton-powered models which followed it.

In addition, SC had individual lifting vents on top of the hood, as did all Wintons. These lifting vents were not superseded until the appearance of the 567 engine in 1939, when a large grill replaced them. The SC had a half-high radiator grill at the front of the hood, with a large headlight directly over it. The "front platform" features a large sand-box, set under the radiator grill. This SC model was offered until the 1939 advent of the 567 engine; with 42 locomotives being built from 5/36 to 1/39.

Model SW (welded) was exactly the same, except for having a welded (or built-up) underframe. Until the first SW in 12/36, all diesel underframes had been the one-piece cast products of General Steel Castings Co. of Granite City, Illinois. EMC found out it could weld-up the frames cheaper and offered the SW as proof. Of course, as better welding methods became common, the cast underframe lost out. EMD's last use of a cast underframe was on Jersey Central's last SC, the 1008, in January, 1939.

Spotting an SW or SC can be tough. The give-away for the SC is the GSC trademark, cast on the underframe near the steps. It is a stylized "G" in a shield. Otherwise, you can hardly tell the difference, except that cast frames are thicker. One thing setting these models apart from other Wintons is that both the SC and SW use an inline version of the Winton 201-A, which offsets the twin stacks to the left. You can readily see this from the ends of the unit or from above. The SW was constructed right alongside the SC, only seven months later, from 12/36 to 1/39. Altogether, 77 units were built.

The latest, most complete roster of SW's and SC's appeared in X2200 SOUTH, September, 1971. At that time, only four SC's and three SW's were operating in their original condition. SC's were: Republic Steel 902, ex-Canton 20, started life as EMC demo 620.

The January 1937 loco was operating at Republic's Pratt City furnace in Birmingham, Ala., in 1971. The Empire Coke 570, ex-NYC 570, in service at Holt, Alabama. The Dardanelle & Russellville 14, ex-MP 9001, in service out of Dardanelle, Arkansas. The Pickens RR. 3, ex-MP 9002, still reported alive in 1971. SW's still in original condition include Pickens 4, ex-MP (UTry) 5; Louisiana Industries 200, ex-EJ&E 200, working at Pollock, La., and Empire Coke 206, ex-EJ&E 206, reportedly stored serviceable.

Harold Buckley, Jr., Box 45, Silver Spring, Md.

Canton R.R. 600-hp SC No. 20, ex-EMC demonstrator 620, works Baltimore yard in '55.

Canadian Diesel News

RON BOWMAN, 39 Terrace St., London, Ont., Canada, sends news of a new version of CP Rail's multimark logo. It is much smaller than the old, starting under the rear radiator intakes and extending down to one foot above the deck. The extreme ends of the units are solid red to below the headlight, where the black/white stripes begin. The old version had full-height black and white stripes. The initials "CP Rail" have been lowered on the sides of the unit. Ron noticed the new scheme on GP-35 5013, SD-40 5500, and GP-9 8629. He says shop people say all repainted locos will bear the new scheme, aimed at using a standard-sized multimark. Will the new order of SD-40-2's have it?

WHITCOMB 65DE19A's ("humpbacks") operating in Canada, according to R.F. Corley, 41 Lyndale Rd., Scarborough, Ont., Canada, include:

Atlas Steels, Welland, Ont., BN 60384, ex-U.S. Army 1305/8143.

Canadian Car Co. (Hawker-Siddeley), Montreal, BN 60497.

Dominion Foundries & Steel (Dofasco) Hamilton, Ont., BN 60386, ex-U.S.A. 8145; BN 60461, ex-L&C 53; U.S.A. 1360/8455, and 2 others, both ex-U.S.A.

Electro-Metallurgical Co., Welland, Ont., BN 60440, ex-U.S.A. 1345/8434.

Limestone Products, Uhthoff, Ont., BN 60635.

Ray also says that in the CN wreck in December of train 45, the GP-40-2 No. 9487 was destroyed (not No. 9466, as reported).

OTHER Canadian news finds the retirement of minority power accelerated by the economy. All FM C-Liners, 25 H-16-44's, and seven of the rare Baldwin DRS 4-4-1000's are stored serviceable, with little hope of early recall. Last run of a DRS-4-4-1000 was made by 8010 in Wellcox yard on 3/18, and the last H-16-44 run by 8726-8727, Lethbridge to Calgary, on 3/17. All

the above engines will have been rust-proofed and will be stored at Ogden. St. Luc remains home for 20 units, with Alco 244 engines in storage.

British Columbia expects to run its museum train again this summer, powered by ex-CP 2-8-0 No. 3716 and MB 1077. British Columbia RR also has orders in for new power: M420's Nos. 648-651 and M420B's Nos. 7640-7647.

Montreal-Worthington has orders on the books, too: FCP (Mexico) M420TR's 522-536 and Quebec Cartier Mining M420TR's 81-85. Three more for the Providence & Worcester in the U.S., 2003-2005, and 20 more M420's for Canadian National, 2560-2570. Northern Alberta Rys. will get a couple of SD-38's from GMD Canada, maybe even three or four.

Toronto, Hamilton & Buffalo has started a rebuilding program. The first unit worked on, No. 57, will emerge with 1200 hp and MU capability.

Rumor has it that the "return to work" order for the CP's stored units has it that the Alco 244's will go back before the FM's and Baldwins. Still operating, though, are the three FM Trainmasters and nine Baldwin DS-4-4-1000 switchers.

Book for Diesel Fans

"RAILROADS OF NEW JERSEY" is a new 178-page book by Richard Hyer and John Zec, who have covered all rail lines in their native state and now record their experiences in a volume loaded with photos and facts. From the commuters to the Metroliners, big roads (PC) to short lines (Raritan River), mostly diesels, with some electric and tourist steam, the authors graphically describe what you can find in the Garden State.

The book is divided into passenger and freight service, with photos of both, and a short section on stations and towers. Details are given in short text and lengthy captions, so as to use as many photos as possible (294). Most of the locomotives pictured are operating today — except for Trainmasters LV F-units, and CNJ Baldwins.

I like the use of model designations in captions, having long been disgusted with the terms "freight diesel" or "diesel switcher" in captions written by people who should know better. You'll also find a new word often used: "drill" or "driller," in place of "switch" or "switcher." The text is well written and easy to read, while informative, it is not overly technical or dry. There are maps, too, and tables with commuter and passenger statistics. The book is an 8 x 11" hard-cover format with a full-color dust-jacket featuring CNJ and Lehigh Valley. Some photos are poor or reproduced badly. Overall, though, it's a fine book. We'd like to see comparable works on the railroads of other states. Available at $15.95 postpaid from E.T. Mitchell, 107 W. Circular Ave., Paoli, Pa. 19301, or from Railroad Magazine Book Service.

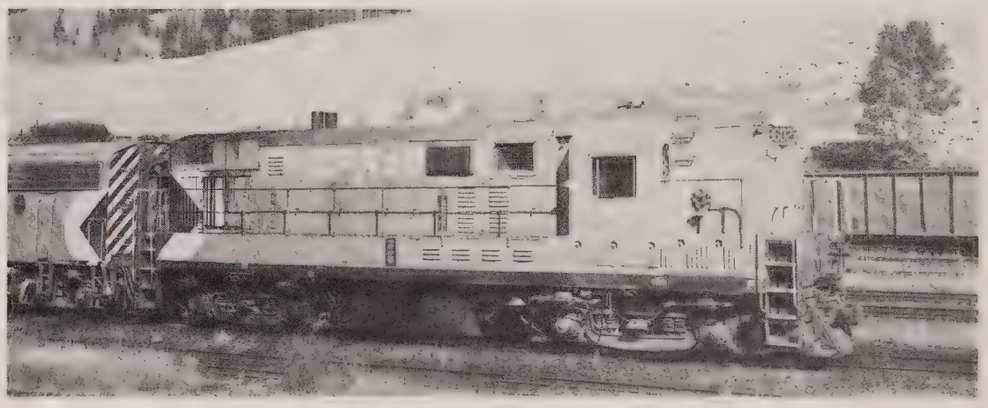
CONTINUE sending diesel news to me at 821 Cleafield Lane, Cincinnati, Ohio 45246.

Fresh from the MLW mold is British Columbia Ry. 645, shown at Canadian National's Lynn Creek Yard in North Vancouver, B.C., on Oct. 22, 1973. Yard is east of B.C. Ry.

Ken Perry, 931 Maddison St., Victoria, B.C., Canada V8S 4C4

Chicago & North Western 1055 fireman enjoys warm autumn at Quinnesec, Mich., grade crossing on Nov. 24, '74. Winter arrived with icy clamp soon after picture was taken.

Gregory A. Peet, 1241 River St., Niagara, Wisc. 54151



CP Rail 8602 at Crows Nest, B.C., not far from B.C./Alberta border on Sept. 29, 1974.

Photograph by Ken Perry

Cadiz R.R. Alco 660-hp switcher No. 7 westbound a mile east of Cadiz, Ky., last April.

Terry Norton, 412 Proctor St., Grayslake, Ill. 60030

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

Canadian Pacific C-liner 4054 pulling passenger train through scenic Canadian Rockies.
Nicholas Morant, Banff, Alta., Canada

1. What are Illinois Central Gulf's 1975 capital improvement plans?

ICG budget this year includes $12 million for rebuilding 45 locos at Paducah, Ky.; $11.8 million for pollution control at shops and yards, and $4.1 million for 300 rebuilt 50-foot boxcars. Other new or rebuilt equipment, originally part of the 1974 budget, will be coming on line this year, including 400 new 50-foot boxcars from Centralia, Ill.; 300 new covered hoppers, 200 new wood-chip cars, 165 miscellaneous rebuilt freight cars, and 8 rebuilt cabooses. Other money is for reconstructing bridges, rehabilitating yards, and buying continuous welded rail, track ballast, and shop machinery, and rebuilding major track-maintenance machines.

2. Any info on Canadian Pacific C-liners?

Yes. Canadian Locomotive Works built 16 of these "A" units, class DFA-16, between 1952-'54. All were assigned to the Kettle Valley area of British Columbia. Rated at 1600-hp, they had a streamlined look resembling the 4070 General Motors series. These locos were part of CP's program of conversion from steam to diesel in B.C. Although primarily built for freight, some were equipped with steam generators for limited passenger operation. Rapidly vanishing from the railroad scene, only a few remain in Canada. I remember seeing one of them, the 4081, on a siding at Angus Shops in Montreal about a year ago, awaiting an unknown fate. Its interior had been salvaged for parts for the remaining fleet and only a bare shell of the classic 12-cylinder engine remained.

3. What was the SS&S?

The 3-foot-gage Surry, Sussex & Southampton R.R., incorporated in Virginia in 1886 and in its heyday extending 80 miles. It once had 14 locos and 53 cars. Just before being discontinued in the early 1930s it ran between Scotland, on the James River, and Dory, Va.

2. Which roads did the Southern Pacific own or incorporate just prior to World War 2?

You could divide them into two parts: (1) lines taken over by SP many years ago and then operated in the mid-1930s as an integral part of the system, such as the Central Pacific, Texas & New Orleans, El Paso & South Western, etc., and (2) independently-operated steam or electric rail lines owned or controlled through majority stock ownership, such as the Clarkamas Eastern, Fresno City Ry., Fresno Traction, Holton Inter-urban, Inter-Calif. Ry., Nacozari (in Mexico), Northwestern Pacific, Pacific Electric, Peninsula, San Diego & Arizona Eastern, San Jose Railroad, San Jose & Santa Clara County, Southern Pacific of Mexico, Stockton Electric, and Visalia Electric.

5. I'm a conductor on the Richmond, Fredericksburg & Potomac. What are the new age requirements for supplemental annuities?

Effective last January 1, an employe with 30 years of service whose regular annuity began after June 30, 1974, can receive a supplemental annuity as early as age 60. Under previous law, no supplemental annuity was payable until 65. However, employes who retired before July 1, 1974, and those with less than 30 years of railroad service must still be age 65, as in the past, before they get supplemental annuity.

5. Did any New England road have track pans prior to 1890?

Yes. In June, 1887, the Maine Central inaugurated two fast trains between Boston and Mt. Desert ferry for through passengers on the famed run to and from Bar Harbor, Maine with no regular stops other than at Bangor. This meant that two stops would have to be made to supply the locomotive with water, unless it could be supplied on the fly. So track pans were built between the rails at Mine Meadow, 41 miles from Portland on the Back Road; at Dresden tank, 45 miles from Portland on the Lower Road, and at Burnham Jct., 95 miles from Portland, some 41 miles west of Bangor.

Each pan was about 1000 feet long, about 20 feet wide, and deep enough to receive a water scoop directly under the middle of the tender. Such scoops had been applied to three new locos and, when lowered into the track pan, would draw up several thousand gallons of water in 12 to 15 seconds on a train running at 40 or 45 mph. The non-stop feature of the two limiteds was discontinued after the summer of 1888, and track pans and water scoops were removed in the early 1900s.

7. Words please, to Tank-Town Operator, by R. O'Head.

The desk where I sit didn't cost as much
  As the knob on a Pullman's door,
And the shack that shelters the desk and me,
  Didn't cost a blame sight more.
They think, old top, that a telegraph op,
  Needs little of stucco or brick;
Or paper, or paint, or plaster walls,
  Or a place to lie down if you're sick.

But I'll tell you this, if it's not amiss,
  (And there's others could say the same)
There's many a shack on a branch-line track
  That has nary a stoop nor a stair
But has harbored a guy who, as time went by,
  Leaned back in the president's chair.

8. Brief info, please on (1) the Independence & Monmouth and (2) Willamette Valley & Coast.

(1) I&M, which owned three miles of track between Independence and Monmouth, Ore., and

leased 16 miles (Arlie to Dallas) from the SP, was chartered in 1889 and opened in 1890. In 1908 it had two locos and six cars, but was discontinued years ago.

(2) Organized in 1911, the WV&C had one loco and was abandoned long ago.

9. What was the purpose of a Johnson bar on a steam locomotive?

The reverse lever — originally designated the big lever, or bar — had to be moved back and forth by hand to control the position and travel of the valves. When it was down forward, the valves were working at full travel in forward motion. As it was drawn up toward center, the valve travel was shortened and the valves admitted less steam. At center they, at least theoretically, admitted none at all. Behind center they started the same thing all over again, but in such a way that the engines motion was reversed. In the last days of mainline steam most large steam engines had an air reverse mechanism. This relieved the engineer from the hard job of reversing by hand and, more importantly, the danger of changing the value travel while the loco was running. Nobody seems to know why this lever was called the Johnson bar.

10. Where was the first interurban line built in the U.S.?

We could have an argument here. Actually, honors go to the Sandusky, Milan & Norwalk Electric Ry. in Ohio for beginning operations on Dec. 1, 1893. The 20 miles of track were used for mail, freight, and passenger traffic, with cars running on a fast schedule. Two years later, the Akron, Bedford & Cleveland was opened as a high-speed traction road between Cleveland and Akron. Some trolley fans call the AB&C the first true interurban operation, but the SM&NE also has its followers.

11. How many class J's did Norfolk & Western build?

The first of these famed 4-8-4s, No. 600, came out in 1941. For two weeks the sleek, glittering, black, Tuscan red-striped and goldleaf-lettered steam loco pulled streamlined passenger equipment on exhibition tours over the road. Four more 600s came out of the Roanoke shops in the next three months, six in 1943, and three more in 1950 for a total of fourteen J's.

12. History, please, of the Williamsport & North Branch Railway.

This pike was incorporated in May, 1921, as successor to the Williamsport & North Branch R.R., itself a reorganization of the Muncy Creek R.R. which had been opened in 1864. The line ran between Halls and Satterfield, Pa., and was abandoned in Jan. 1938. At the time it had 2 locos and 12 freight and passenger cars.

13. My husband retired from the Union Pacific at age 60 in July, 1974, with 30 years of service. When will I be eligible for a wife's annuity?

In 1975, a full spouse annuity is payable at age 60 to the wife of a retired employe age 60 or older, with 30 years of service, if the employe's regular annuity began after June 30, 1974. But the wife of such an employe with a minor or disabled child in her care is eligible at any age. Under previous law, every employe had to be 65 before his wife could be eligible for a spouse annuity, and a wife had to be at least 62 to receive a reduced spouse annuity unless she had a child in her care. Wives who meet the new age requirements and wish to retire should contact the Railroad Retirement Board office nearest their home for aid in filing an application.

14. Name the steam railroads in South Dakota in the late 1930s.

There were 12: Chicago & North Western; Chicago, Burlington & Quincy; Chicago, St. Paul, Minneapolis & Omaha; Great Northern; Illinois Central; Minneapolis & St. Louis; Milwaukee; Mound City & Eastern; Soo Line, and Rapid City, Black Hills & Western.

15. Any info on the Providence, Warren & Bristol?

Yes. This road was formed Nov. 16, 1854, by a consolidation between two companies carrying the same name, with charters in Rhode Island and Mass. It opened 14 miles of track on July 12, 1855, was leased to the Old Colony on July 1, 1891, and in 1893 came under the aegis of the NYNH&H, which absorbed the Old Colony.

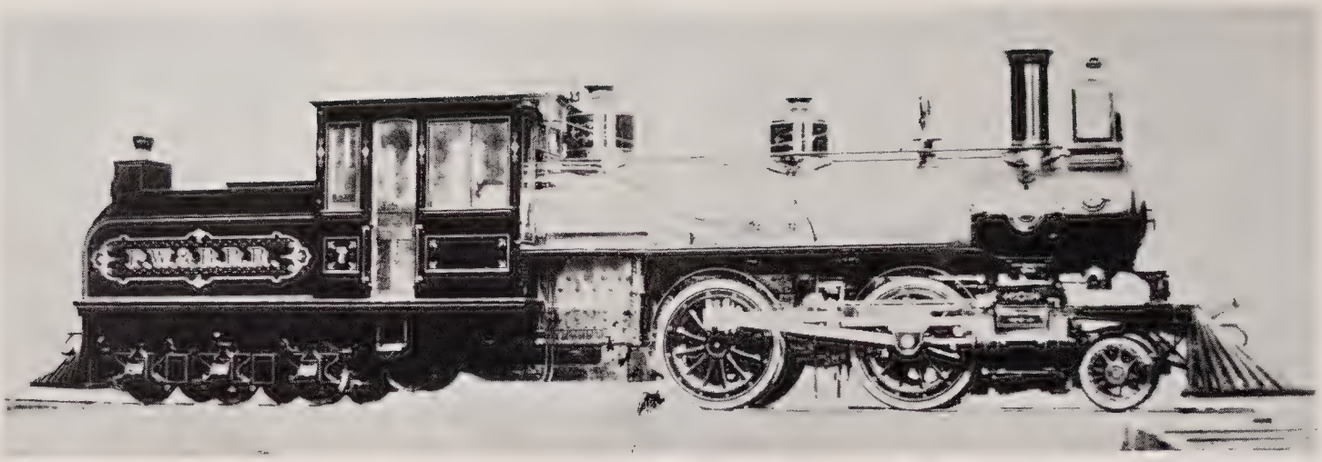
16. History, please, of Canadian National's line from Montreal to Lac Remi, Quebec.

In 1890, the Monfort Colonization Ry. was incorporated to build a line to serve lumber interests. Five years later it was opened to traffic from "old" Montfort Jct. (located about one mile south of Piedmont on the CP) to Sixteen Island Lake, a distance of 21 miles. In 1897, operations were extended 10 miles to Huberdeau. One year later, the name was changed to Montfort & Gatineau Ry. This line went into bankruptcy and in 1903 its physical properties were sold to the Great Northern Ry. of Canada. Three years later, this carrier amalgamated with other lines to form the Canadian Northern Quebec Ry. Control of that combine passed to the Canadian Northern in 1914 and to the Dominion of Canada in 1917. A spur was projected in 1916 to reach the Kaolin deposits at Kasil some ten miles west of Arundel, and in 1925 another branch linked Fresniere and Papineau Jct. This gave CN a direct line to the Tunnel Station in Montreal. One year later this sector was extended from Kasil to Lac Remi.

17. What's the latest on Southern's electrification program?

Photograph by H. Reid

Norfolk & Western J class No. 607 tears past Southern bridge over Elizabeth River in Norfolk County and into Dismal Swamp area.



Providence, Warren & Bristol Pokanocket No. 7 was a 2-4-6T passenger loco with 16x24" cylinders, built by Mason.

Collection of Gorton T. H. Wilbur

You probably mean the line between Cincinnati and Atlanta. The Southern is still studying the feasibility of electrifying it, consulting many top people in the U.S. and Europe to match the latest developments in electrification with operating conditions on this heavily-used freight artery. It is a project of far-reaching economic implications, not the least of which is the estimated $130 million cost. The decision whether or not to electrify could still be several years away, depending upon economic conditions.

18. Any specs around on Rock Island's class 66-A Mountain locos?

You must mean the class 66-A Northern type, built by Alco in 1944, numbered 5100-5109. Tractive effort of this series was 67,000 lbs., 74" drivers, and total weight of the locos each was 474,000 lbs. They were equipped with roller bearings on all axles and rods, and had disc-center drivers, cross-balanced to reduce dynamic augment. Their main run was hauling through freight between Armourdale, outside of Kansas City, Mo., and Dalhart, Texas.

19. How long did the DeWitt Clinton remain in active service on the Mohawk & Hudson?

Only a short time. She made her initial run on Aug. 9, 1831, but jerking her canary-colored coaches over the line at 15 mph brought on serious mechanical ailments. This led to restoring horse-drawn service until the improved performance of a second loco, the British-built Robert Fulton, convinced doubting officials, at last, of the superiority of steam.

20. Who was Edward Pease?

Railfans who attend the 150th anniversary of the Stockton & Darlington this summer in England might like to know that Pease first projected the S&D as early as 1818. Three years later he met George Stephenson, whom he appointed engineer, and he financed construction of the railway's first engine, the Locomotion (pictured in our June issue). First S&D rail was laid in 1823. The railway was opened for business in 1825. Born in 1767, Pease was a prominent Quaker, active in the move to abolish slavery. He lived to be 91.

Ex-Brimstone & New River Shay No. 36 arrives for work on Bear Creek Scenic tourist trains operated by Graham County R.R. in fall of 1973. Locomotive was on loan from Southern Ry.

Wayland L. Moore, 208 Shady Nook Ct., Catonville, Mo. 21228

Running Extra

THE PRINCESS MARGUERITE, an ex-CP Rail passenger ship, was bought by the British Columbia Government for $275,000 and scheduled to sail on her old Seattle-Victoria route about May 24th. She made her supposedly final run into Victoria last September. By the time she makes her first trip she will have been overhauled and repainted inside and out. Her engines, hull, and other equipment appear to be in pretty good shape. The major refurbishing and redecoration to dress her up in Victorian sty;e will come after the Marguerite completes her initial three-month sailing schedule. The ship is a separate entity from the B.C. ferries. — Lorne Muirhead, British Columbia Ry. locomotive engineer, 6750 232nd St., Langley, B.C., Canada.

I HAVE a tavern made of two rail coaches. In one is a plate reading "The Dome Deck — patented Dec. 20, 1899, Bainey Smith Car Co." Who has info on this? Would a rail museum be interested in this old plate? — Mrs. Wm. Schlezir, 203 Beech St., Stevens Point, Wis. 54481.

I'M WORKING on a book about uniform buttons on U.S. rail and transit lines and seek info on the Ben Hur Route. — Donald Van Court, 41 Hillcrest Rd., Madison, N.J. 07940.

A BARSTOW museum group is trying to save the local Harvey House as a cultural symbol. Would like to get any pix or historical data of Santa Fe's Barstow yard, Harvey Houses, and desert railroading. Such data would help their chances in preserving this important building. — Henry Graham, Santa Fe brakeman, Box B.Q., Needles, Calif. 92363.

ANSWERING John Boehner's query in your Feb. '75 issue: the DRI&NWR is the Davenport, Rock Island & North Western Ry., founded in 1884 as the Davenport & Rock Island Bridge Co. and given its present name in 1898. It operates 86 miles of track and sidings between Clinton, Iowa, and East Moline, Ill., including a bridge over the Mississippi

River. The road is jointly owned by the Burlington Northern and the Milwaukee Road, with offices in Davenport Union station. Equipment in 1974 included 7 switch locos and 10 miscellaneous cars. — Gerald Edgar, 2619 Muscatine Ave., Iowa City, Iowa 52240.

ONE of the builders' plates listed by R. Salisbury in your Feb. '75 issue was Baldwin 73984, affixed to a model DR4-1500A Shark-nose freight unit. The latter was built as BLW demonstrator 6001A1 (part of a 4-unit set) and sold in 1950 to the Elgin, Joliet & Eastern as 701A. It then went to the Baltimore & Ohio as 849 in 1955, was renumbered 4201, and withdrawn from service in 1963. The other plate, Lima 6838, was a New York Central class H-10b 2-8-2 No. 237, renumbered 2337. — Loring Lawrence, 195 Lancelot Dr., Manchester, N.H. 03104.

WERE cabbage and strawberry stacks designed differently? Were they purely local names for the loco stack? — J. H. Webb, 818 Obispo Ave., Coral Gables, Fla. 33134.

WORKING on a book, I need info about various railroads and steam locos used regularly in motion pictures and on TV. Included among these are the seven studio locos (four are Virginia & Truckee), the D&RGW Silverton line, the Magma Arizona, the Sierra, etc. Book is due to be published as a 200-page, hard-cover pictorial later this year. — Larry Jensen, Darwin Publications, Box 5429, Sherman Oaks, Calif. 91413.

HAVE a bronze-like 5mm thick medallion reading "50th anniversary American Railway Engineering Assn. 1899-1949. A past of achievement, a future of opportunity." The name Whitehead-Hoag is in raised letters on the back. Anyone tell me about it? — Walter Stanley, 11223-106th St., Edmonton 18, Alta., Canada, T5G 2P5.

I WANT info and pix on the Pennsy's Schuykill Valley branch between Philadelphia and Pottsville, and Pennsy, Reading, Lehigh Valley, at Mount Carmel, Pa. — Charles Kuklinski, Church Rd., RD 2, Doylestown, Pa. 18901.

EVERYTHING I've read about the Chicago & Eastern Illinois indicates it was fully dieselized in 1952. That same year, I remember seeing No. 1954 switching across from the C&EI yard in Evansville, Ind. I assumed she was a 2-8-2. Who has a disposition list of this line's 2-8-2's, specifically the 1954? — Bruce Monson, 1312 Worcester Dr. N.E., Grand Rapids, Mich. 49505.

Australia's last mainline steam loco, NSWGR AD60 class, Beyer Garratt 4-8-2+2-8-4 shown on her last run — under sunny skies in March, 1973 — which happened to be a fan-trip.

Lindsay R. Richmond, 18/22 Carrington St., Queanbeyany, NSW 2620, Australia

ANYONE tell me about Louisville & Nashville's (now abandoned) Allingham-Harriman branch? — Ernest Durham, c/o Sweet Shop, Richmond, Ky. 40475.

WHAT class I railroad was the first to successfully use the Mallet? I've heard many versions. — Marion Potter, 1400 Plymouth Ave. S, Rochester, N.y. 14611

RECENTLY I read about an old narrow-gage railway that ran from San Luis Obispo to Los Olivos, Calif. Any info on it? — Donald Mote, 8546 Brunswick Ave., Riverside, Calif. 92504.

A SHORT history is being written on the Burlington Northern dispatcher's office here. Anyone have info on this CB&Q office, as well as Galesburg and Beardstown, Ill.; Centerville, Iowa.; West Quincy, Milan; or Brookfield and Cameron, Mo., prior to 1932? — Kent Hannah, c/o Chief Dispatcher, Burlington Northern R.R., 800 S. Main St., Hannibal, Mo. 63401.

I HAVE a trainman's oil lantern with "IRT Ry." stenciled on it. What road was this? — Harold Blaney, 15843 Vale St., East Liverpool, Ohio 43920.

I OWN a Great Northern cupola caboose, built in 1925. It's a standard 25-footer, last used on the Minnesota Transfer. I'm restoring it and want any info and pix available. When was it rebuilt and where? Its number is X-582. — Jeff Haertlein (member of Mid-Continent Ry. Historical Society, Inc.), 3215 S. Illinois Ave., Milwaukee, Wis. 53207.

WRITING a book on Cape Cod railroading. I need info, pix, and postcards on Cape Cod Branch, 1846-1854; Fairhaven Branch, 1849-1861; Cape Cod R.R., 1854-1872; Cape Cod Central, 1861-1868; Plymouth & Vineyard Sound, 1868-1871, and Chatham, 1887-1911.—Howard Goodwin, 10 Monument Neck Rd., Buzzards Bay, Mass. 02532.

FOR DETAILS asked on a picture in your Oct. '71 issue, it shows the SP station at Houston about 1944. Redcaps are waiting for the Sunset Limited, due at 9 a.m. from Los Angeles and scheduled out at 9:36. On the opposite track is 1st No. 2, which left first as the Sunset. No. 2 lost time and ran as 2nd, from Houston to New Orleans. The loco is a Pacific in the 610-621 series. This station was torn down in 1960 and a post office is now on the site. There are no redcaps at the present station, which Amtrak operates for Espee and Santa Fe. I was the last redcap porter at the old station when the job was abolished. — W. L. Green, 2411 McIlhenny Ave., Houston, Texas 77004.

WHO has info on the Nelson & Albermarle and the Baltimore & Ohio South-western? — Harry Olmstead, 1025 Oakcrest Rd., Arlington, Va. 22202.

J. M. COKER asked about the San Diego & Arizona Eastern. Its predecessor, the San Diego & Arizona, was incorporated Dec. 15, 1906, half owned by J. D. and A. B. Spreckels, San Diego, and half by the Espee. Ground was broken for it Sept. 7, 1907. The 44-mile section of the line crossing into Mexico is owned by the Ferrocarril Tijuana y Tecate. On Feb. 1, 1933, the SD9A's properties were sold to the SD&AE, which was and is wholly owned by the SP. The last regular passenger service ended Jan. 11, 1951. — David Cameron, Box 24328, Los Angeles, Calif. 90024.

WHAT does XLCR mean found on railroad lanterns and padlocks? — Neal Molby, 2701 Wayne Trace, Ft. Wayne, Ind. 46803.

HOW MUCH does it cost to paint a typical diesel loco, boxcar, and passenger coach? What did it cost for the patriotic paint scheme on SCL's U33B and N&W's SD-45? — Mark Ciklar, 724 Birch Rd., Norman, Okla. 73069.

Providence, Warren & Bristol Squantum No. 4 was an 0-4-4T built by Taunton in 1885.

Collection of Gorton T. H. Wilbur

STEVE MAGUIRE'S

TRANSIT TOPICS

A California-combination four-wheeler of 1908 vintage approaches as a 1928 bogie "drop-center" car waits on the passing loop midway on the Australian Electric Transport Museum track, St. Kilda, South Australia. Funds from government aided the museum.

Photograph by I. R. Hammond

AS ONE of the first countries that made large-scale conversions of tram lines to buses, France today has very few street railway lines left. But now the Transport Minister, Marcel Cavaille, is asking the mayors of eight major French cities to do what they can to bring back trolley cars because of the traffic jams, high cost of gasoline, and air pollution caused by vehicular traffic. Cavaille is urging the mayors to see how they could best use existing tracks and, to save expense, keep downtown underground work to a minimum. The cities involved are Bordeaux, Grenoble, Nancy, Nice, Rouen, Strasbourg, Toulon, and Tolouse.

The newspaper Le Monde comments that modern trolleys are quiet, reduce pollution, dissuade motorists from using their automobiles, and cost relatively little. It quotes a survey by the French company Sodeteg showing that a subway line costs eight times more than a tramway network. For a given investment 17 miles of tramway could be set up against 2.8 miles of subway, this study indicates.

THE VAST collection of working papers, files, and photographs of the St. Louis Car Co. of Baden, North St. Louis, Mo., has been donated to the Olin Library of Washington University at St. Louis by Edwin B. Meissner, Jr., a former vice president of General Steel Industries, which took over the car company a few years before it went out of business in 1973.

The family connection with car-building began in 1911 when Edwin B. Meissner, Sr., became general manager of the plant. In 1925 the family acquired ownership and it ran the business until General Steel Castings purchased it in 1960. Formed in 1887, right at the start of the streetcar era, the St. Louis Car Co. was a leader in its field for more than 75 years. Besides trolleys and interurban cars, for which it was best known, the company built buses, trolley buses, planes, and World War II landing vehicles.

Under the supervision of Olin Library archivist Beryl H. Manne, a few graduate research assistants have been working for months to put the approximately forty cubic feet of material and 10,000 photos and negatives into usable form. Washington University will publish a historical study of the car company later this year. Our readers will welcome the news that this great reservor of historical material is now safely preserved and made available for research

Walter Olevsky, P.O. Box 64, Carlstadt, N.J. 07072

Philadelphia subway-elevated system has a longer, but narrower, boardwalk (shown at right) then the famous one in Atlantic City.

No autos, watta shame! Scene in Indianapolis, Ind., shortly after the turn of the century, showing six trolleys at a busy midtown spot.

Collection of C. W. Jernstrom, Railway Photos, 822 Pelham Dr., Fort Wayne, Ind. 46825

by those with a bona fide scholarly interest. Mr. Manne may be reached at Washington University Libraries, St. Louis, Mo. 63130.

BAY AREA RAPID TRANSIT has rejected a bid by Westinghouse Electric Corp. to supply additional automatic train control for BART cars and has directed that work begin immediately to design and procure equipment for a fleet-wide replacement of the Westinghouse system now installed in all cars. BART'S Board is dissatisfied with both the performance of Westinghouse's on-board ATO (automatic train operation) equipment and the company's failure to provide the technical know-how for fixing it.

Dr. Harvey W. Glasser, chairman of BART's Engineering Committee, noted the high rate of breakdowns on the system, resulting in the company being able to consistently field only 50 percent of the cars, and pointed out that at the start of service a day or so prior, BART had only 162 operational cars out of a total delivered fleet of 386!

This decision delays the start of more frequent train intervals during peak hours, currently scheduled for 1976, since new controls for additional cars will not be ready next year. This is a conscious change in BART policy from the earlier emphasis on expanding service first and improving it later.

According to Carl C. Trimble of Novato, Calif., the smooth riding qualities of a BART train recently affected a friend, Jim Gavin, who lives in Concord, Calif., and commutes to San Francisco on BART trains. Jim figured commuting would save gas, time, and trouble. But he works the night shift and when he finally got the first train out in the morning he was quite sleepy.

BART does give a smooth ride — so smooth, in fact, that Jim fell asleep and rode the train for four hours! He must have ridden the whole system in that time, and when he finally woke up he was in the train storage yards! The doors were shut tight and the train operator was long gone. Jim found his way to the lead "A" car, picked up a telephone in the control cab, and called someone at the dispatcher's office. A rescue party eventually got him off of the train.

THE STORY of lightning striking a New Orleans trolley which appeared in our February department recalled a similar incident to Felix E. Reifschneider, P.O. Box 88, Fairton, N.J. 08030. Felix managed several streetcar systems years ago. At Ithaca, N.Y., he was on a car that was struck by lightning.

"A car had been derailed on the Tioga Street line," he writes, "and we went out to put it back on the track. Ithaca had no real 'wreck car.' We usually used an open car. It was easier to get the jacks, crowbars, blocking, etc., out of it than out of a closed car. We got the car back on the track and were running for a siding so as to let the other car go ahead of us (the car we had just rerailed).

"This was north of Percy Field on private right-of-way. Ike Linderberry, the superintendent, was running the car and several other employees were on it. I heard a slight click, hardly noticeable, and the car stopped. Linderberry, being an experienced hand at the game, said, 'Lightning just hit us.' He opened the controller, cutting out the motor that had been hit, and we ran back to the barn on one motor. Lightning burned out the armature and fields."

In the old days, lightning arresters were connected to the trolley wire about every 1000 feet. This was supposed to ground the lightning if it hit the trolley wire. I can't remember whether or not Ithaca had these arresters. If a car was between the arresters and if lightning hit in the same section, it would go to ground through the trolley car, assuming the trolley was closer to where the lightning hit than the nearest lightning arrester. Instructions were to put on your lights whenever there was lightning, even in broad daylight, since the lightning will ground through the lighting circuit instead of a motor. It would burn out the lamps in the circuit, might even burn out the wire, but that is a lot cheaper than rewinding a motor. Besides, it doesn't cripple the car. In an emergency, you could run a two-motor

Car 106 of the Washington Water Power Company in Spokane, Wash., in 1906. The motorman with a rather stern face was J. H. Wilkins.

car on one motor if there are no hills to climb, but it wouldn't do to keep it in passenger service, as it would be slow and tie up the line."

CHICAGO TRANSIT AUTHORITY now has its first motorwoman: Lena May Phillips, 31, who began training last September and has qualified to operate rapid transit trains. CTA also has 14 women train conductors and 104 female bus drivers. Five of the conductors are now training to qualify as motorwomen. Lena completed an intensive training program: seven days of classroom work and 90 hours of practice driving with two instructors at her side.

URBAN Mass Transportation Administration's recent approval of a grant of nearly $76.5 million for re-equipping Erie Lackawanna's electrified service with new cars has set the stage for a brighter era in mass transportation in New Jersey, and particularly the area served by these. Plans being developed by the State Department of Transportation for the modernization of this electrified commuter system, including 160 new cars for which the recent grant was approved, will add a new dimension to the commuting suburbs, attracting new business and new residents.

The new cars will cost about $95.5 million, which includes $19 million from bond funds approved by New Jersey voters in 1968. They will be of modern design, including thermostatically controlled air-conditioning and electric heating, public address system, and air suspension to provide a smoother ride.

Subways of the World

"MOSCOW'S subway system is even more beautiful and efficient than I had been led to believe," reports Railroad editor Freeman Hubbard, who has just returned with his wife from a vacation spent in the Soviet Union. "The trains accelerate rapidly, ride smoothly, and stop without a jerk. The equipment is handsome and is kept spotless. There are no car cards, advertisements, nor propaganda notices in the cars or stations. The stations are works of art, with sculptured marble busts, white marble and onyx pillars, colorful mosaic, and fine mural paintings in the ceilings — some of them even look like small palaces — and are kept clean and polished, with no litter or graffiti in the cars or stations nor on streets and sidewalks all over the city. Leningrad's subway also is magnificent, but Moscow's is the world's handsomest. I say that advisedly, having ridden subways all over Europe and the U.S.A. It might not be a bad idea for American city transit officials to study and adopt some of the standards found in those two big cities."

THE IDEA of creating in Vienna, Austria, a system of public transportation on an entirely separate level was conceived as early as the end of the last century, part of it was utilized for the operation of Vienna's electric elevated line, the "Stadtbahn" which was built around 1910.

The new Vienna subway — construction started in November, 1969 — envisages a first stage of construction consisting of three lines partly utilizing the old system. The second stage envisages several additional lines, and the whole system will finally consist of approximately 100 miles of track.

Among the different types of open construction, the method adopted in Vienna consists of securing the building pit by means of slotted walls or pile walls which at the same time form the tunnel walls supporting the tunnel cover. The advantage of this system is that no useless building costs are incurred by propping the pit.

In the case of closed construction the shield drive is no doubt one of the most gentle methods, since a minor subsidence of up to 0.8 inches, as it was observed in Vienna, is generally not detrimental to the buildings.

Four different types of cast-iron plates and four types of steel plates were examined in a model corrosion test which was carried out for a period of 180 days and which simulated the prevailing subsoil water conditions.

IF THE TORONTO Transit Commission is seeking ways to curb crime on its subways, there's a 231-mile-long underground test tube available in New York for it to study. Along this stretch of track every conceivable crime, from murder to rape to petty theft, has occurred in the past year, proving that New York's subway system is not only the largest but also the most criminally infested in the world.

Toronto's subway is far from being a crime haven, but the TTC now admits it is deeply concerned about violence, rowdyism, and vandalism in its system. So much so that Harry Pettett, the Commission's general secretary, says the TTC won't release crime statistics because it doesn't want to frighten passengers away.

According to Metro police, 23 people were robbed on TTC facilities during 1974. That's a far cry from what goes on in New York City's subways. During one week, for example, a 19-year old girl was raped at knifepoint in mid-afternoon as she rode alone in the last car of a train, traveling from Queens to Brooklyn. Three days later 500 subway riders were trapped in a stalled train in a Manhattan tunnel for more than an hour as police raced up and down the track searching for a gunman who had robbed a jewelry store.

Mayor Abraham Beame has stopped construction work on the city's Second Avenue subway line so that its funds can be diverted to the Borough of Queens, where they are needed to cut back the end of the elevated extension of the Jamaica subway line. According to E. Jay Quinby of Summit, N.J., one of this magazine's "Interesting Railfans," this is grossly unjust.

Jay snorts indignantly: "A bus service is proposed as a substitute until a subway line to Jamaica can be extended. This gag has a familiar ring. I seem to recall that long ago, even before World War II, Second Avenue elevated line in downtown Manhattan was dismantled under the phoney promise that a Second Avenue subway would be built, and a bus service was promised as a temporary substitute.

"That was 36 year ago. The patient citizens of New York are still stuck with the 'temporary substitute' buses and now have no chance of the promised subway line in the foreseeable future. They once had the elevated rapid transit and also surface operation by the Second Avenue streetcar line. Both are gone and they have only the slow, stinking, congesting buses. Now their chance of a subway line also is gone."

BOSTON'S Charlestown elevated line, that was served by trolleys when built in 1901 and later became part of the Orange line rapid transit service, was relocated underground last April 7th as far north as Sullivan Square, according to A.H. Dean, 2 Pine Tree Rd., Holden, Mass. 01520.

Gone at last are the gloomy shadows along Causeway Street east of North Station, across City square and along Main Street in Charlestown, and the grimy Sullivan Square complex, with its elevated car storage yards resting grotesquely on rusty steel columns. Likewise the MBTA's existing "North Station" stations, and those at City Square and Thompson Square will disappear. And with the structures will go the ear-piercing shrieks of steel car wheels fighting sharp curves in the tracks.

Northward from Sullivan Square, the extension to Wellington station will be completed this summer. Then additional extensions will continue to Malden Center and to Oak Grove, the presently-planned end of the new Orange line service. Along the route, all stations are being lengthened to accommodate trains of six cars. Presently, they limit train-lengths to four cars.

AN UNUSUAL device for testing accoustics was tried in a nearly-completed station for the subway in Washington, D.C. The city's Choral Arts Society put on hard hats, went underground and sang a Handel oratorio.

ANOTHER subway item that comes to mind was the recent challenge to London Transport chairman Sir Richard Way, in England, to sample rush-hour conditions in London's Underground. Sir Richard, who said he often uses the subway but not at rush hours, spent 21 minutes being jostled on a commuter-jammed platform. He admitted, "It does look a little crowded."

New Electric Publications

IOWA TROLLEYS, the long-awaited, revised, and expanded all-time coverage of every trolley and interurban line that ever ran in that state, is now available. It culminates the three-year efforts of members of the Central Electric Railfans' Association and others. With 302 pages, 8½ x 11" and hard cover, there are also foldout maps of each separate operation, a dozen or so. More than 75 persons worked on — or offered material for — this great book, resulting in over 700 photographs and reproductions of timetables, tickets, passes, and even tokens. The history of each and every operation in the state, plus car rosters, makes this volume as complete a coverage of the traction lines of Iowa as you could ever ask for. It is available to other than CERA members for $25 from CERA, P.O. Box 504, Chicago, Ill. 60690. (Illinois residents add sales tax).

SMALL HOOSIER LINES, a 31-page booklet, 6x9", by William F. Nedden, gives brief histories of the Marion, Bluffton & Eastern and the Kokomo, Marion & Western, two short interurban lines that operated in Indiana. Both were eventually integrated into the Indiana Railroad system and then abandoned. Two lightweight interurbans purchased new by the MB&E in 1926 from McGuire-Cummings for $17,500 apiece were found unsuitable for IRR use, being too slow and small, and were scrapped after the 1931 abandonment of the route. The booklet, which unfortunately does not contain a single photograph, can be had for $2 from the author at 3430 N. Cramer St., Milwaukee, Wis. 53211.

Peter Witt 2894 Belt Line tour tram on Queen Street, Toronto, Canada, in July, 1974.

Edward Allen, 252 Roberts Ave., Yonkers, N.Y. 10703

HOBBY CLUB

conducted by Sy Reich

Bill Withuhn is a man of many talents. Recently elected a Director at the annual meeting of the Railway & Locomotive Historical Society in Chicago, he heads up the Society's Oral Railroad History project. Bill is shown at the controls of Black River & Western SW-1 No. 400, where he's been a diesel and steam loco engineer for 10 years.

Photograph by John E. Helbok

SOME of the best news yet is the recent opening of the state-owned Railroad Museum at Strasburg, Pa. When we went to press last month with doubt on its availability this year, we had no idea that Governor Shapp would do a complete right-about-face. It was simply a change of heart, abetted by vox populi, which no politician can afford to ignore. Now railfans can see one of the country's finest collections of railroadiana. What with riding Ed Lewis's famous Strasburg R.R. and visiting the new museum, this locale just has to be Railroadville U.S.A.

Museum hours are 8:30 a.m. to 5 p.m., six days a week, Sunday, 12 noon to 5 p.m. Admission is free until everything is on display. It's very handy to Strasburg rail operations, directly across the road from the depot.

The big attractions in the two-story $1.8 million building are on the ground floor: four lines of track jammed with dowager locomotives and rolling stock. Railfans will revel in sights, among others, of the Pennsy's historic engine 460. Pathe News chartered this 107-ton loco in 1927 to rush film of Charles A. Lindburgh's Washington reception (for his non-stop solo flight to Paris) to New York movie houses. The train covered the 225 miles in a record time of 3 hours, 8 minutes.

Close by is a replica of the pioneer engine John Bull, plus a grand collection of more old Pennsy steam power, including an 1888 Altoona-built loco similar to the ones lost in the Johnstown flood of 1889. Master rail curator George M. Hart, one of our "Interesting Railfans," is on hand for any queries.

Other museum exhibits are Baldwin's Tahoe, built for the Virginia & Truckee, a plush parlor car from Lehigh Valley's almost legendary Black Diamond Express, and a quaint passenger coach built in 1855 for the Cumberland Valley R.R., said to have hauled Union troops through Chambersburg, Pa., in the Civil War. And don't miss the rest of the Keystone State rail memorabilia. No hurry-through deal. Enjoy what a couple of months ago appeared to be an impossible dream.

A NOTE from Peter Oehm, excursion director, Upper Canada Railway Society, telling about an interesting trip for June 7th arrived too late for our June issue. The consist was CNR equipment, plus the clubs' private car, with much of the trip over CP Rail's tracks out of Toronto. No doubt there will be more fine UPRS excursions before the season ends, so ask Peter for further info: 358 Glendale Ave., Toronto, Ont. M6P 1G4, Canada.

BILL WITHUHN, chairman of the Railway & Locomotive Historical Society's Oral History Project, has sent around to the OHP advisory board, national officers, director, and chapter chairman of R&LHS an informative handbook for interviewing people who have contributed to rail history. The idea of these tips is not to lay down a lot of concrete directives to be followed, but to use what applies to your own situation.

This makes sense. Too often such an interview can drag because either the person handling the tape-recorder is not acquainted with his subject, locale, or kind of queries to be asked. Bill spells it all out . To learn how you can be part of this great history project, contact him at 123 Linden Ave., Ithaca, N.Y. 14850.

GEORGE E. GOODHEAD, JR., Box 15852, Tulsa, Okla. 74115, is planning to organize The Auto-Train Modelers Association and wants to know how many fans would be interested in such a club, with a newsletter each month. He also asks how many would help such a publication by supplying articles, photos, etc.

RETIRED Rock Island engine watchman Tom Foster has produced another book, "45 Years on the Rock Island." According to Tom, it is "a true account of a man's life-long love affair with a railroad." Born in an Arkansas railroad town, the author spent his entire life in and around such towns, retiring from the RI in 1966. You can buy the homespun, 5½x8½", 188 pages for $3.25, postage included, from him at 1510 Park St., Malvern, Ark. 72104. Still available, too, at $1.30 postpaid, is his previous booklet, "The Week the Town Closed Up."

SANDS in the hour glass (top side) are getting lower for NRHS members still hedging on making

Crowned by the Memorial Arch, Pullman Transport Leasing Co. 1776 was shown recently at St. Louis, Mo. To mark our nation's bicentennial in 1976 and the importance of agriculture, PTLX designed a special paint scheme for a covered hopper car, in conjunction with National Grain & Feed Assn. The car will travel across country this year and in 1976.

the annual bash this year that will be hosted by Old Smoky Chapter at Knoxville, Tenn. In case you have forgotten (how could you?) it is Aug. 28-31. There will be lots of good riding behind steam, a good banquet, and the fun of being with your old pals. Keep in touch with your local chapter on latest convention news.

A WORTHWHILE project is now going on in the Pacific Northwest, sponsored by Steam, Inc., a non-profit group incorporated in Washington State last November for the primary purpose of restoring ex-Northern Pacific 4-6-0 No. 1364. So says Mel Prather, ye ed of Tacoma Chapter's NRHS newsletter, The Train Sheet.

According to Mel, the 115-ton Ten-Wheeler (Baldwin, 1902), was used extensively by NP throughout western Washington until it was donated to the City of Tacoma in 1954. Since then she has been on display at Pt. Defiance Park in the city. Steam, Inc., has approval from the Metropolitan Park District to restore the loco to full common-carrier operating condition for hauling excursion trains next April, coinciding with the Bicentennial celebration by Tacoma and Washington State. Volunteer help is needed in this restoration. Query Tacoma Chapter, NRHS, P.O. Box 340, Tacoma, Wash. 98401.

OUR FIRST half-year nomination for a railfan club's publication mileage delivery record must go to the Boston & Maine R.R. Historical Society, Box 302, Reading, Mass. 01867. The record was set last January with a bulk order of their interesting Bulletins bought by the Hancock Historical Society in New Hampshire. The distance from Boston to Hancock is about 85 miles. The publications were delivered to the captain of a Seaboard World Airlines DC-8 freighter at Beantown's Logan Airport. The skipper, a Hancock resident, commanded a round-trip flight from JFK, New York City, to Frankfurt, Germany, via London, and took the magazines with him. By the time they reached Hancock, a few days later, they had traveled approximately 8,000 miles!

AS PART of the 1976 Bicentennial celebration, Historic Ellicott City, Inc. and the Mount Clare Div. of NMRA-Mid Eastern Region are building an HO layout in the restored freight station in Ellicott City, the B&O's first terminal. This layout will depict the old mainline from Baltimore to Ellicott City in the 1860's. Plans, photos, or models of rolling stock, wayside structures, etc., of this era are needed. Anyone wanting to help should contact Richard Daniels, 4022 Overbrook Dr., Ellicott City, Md. 21043.

AMTRAK is selling five colored travel posters depicting travel to the Southwest, Northwest, East, Florida, and on Metroliners for $1.50 each, $6 for set. Size 25x40". Write Amtrak Posters, 955 L'Enfant Plaza N., SW, Washington, D.C. 20024.

THE HISTORY of Sapinero, Colo., is being explored by R. A. Santarelli of Gunnison, who'd like to get in touch with anyone with maps, railroad records, photos, etc., covering the period from the town's formation in 1881 to 1920, so says Rocky Mountain RR. Club newsletter, Rocky Mt. Rail Report. Contact him at Box 717, Gunnison, Colo. 81230.

LONG ISLAND-SUNRISE Chapter of NRHS is trying hard to get the proposed Suffolk County Railroad Museum off the ground. A recent meeting, with several chapter members present along with LIRR reps and Suffolk County execs, voted to form a committee to make recommendations. Let's hope that this project isn't relegated to just so much smoke. There's hard work ahead here and the sooner action is started, the better. The boys from this chapter are no strangers to good rail projects. This one could be a great tourist attraction.

WE HAVE good news from a railfan in northern Minnesota. The Lake Superior Museum of Transportation has acquired Duluth, Missabe & Iron Range Mallet 2-8-8-4 No. 227 and will house her under cover on display at Duluth Union Station. The loco will be so situated that the wheels just clear the rails and a device installed turning the drivers. An electronically controlled system will control turning on the headlight and markers, ringing the bell, driving wheel action, and a stereo system giving trackside action when the 227 was hauling ore for the DM&IR. Should be quite a show. We'd like to visit it.

AMONG the pleasures of visiting Florida is riding the Gold Coast Railroad train. They have expanded their museum displays, added more framed pix, and added a model train collection. In case you missed it, their new address is 3398 S.W. 9th Ave., Ft. Lauderdale, Florida. Their operations location remains the same.

HENRY BECKER of Roseland, N.J., says his pride and joy, the Centerville & Southwestern R.R., will be relocated this year and run again under auspices of the Monmouth County, N.J., Park Commission. The C&S had been operating 20 years on the former Becker dairy farm in Roseland when it closed Sept. 4, 1972. Any rail operation renewing service, be it tourist or common carrier, is good news.

American Locomotive Co., built this Swatow Chow Chow R.R. of China 2-6-2T.

Collection of John Drayton, 13 Sycamore Rd., Griffithstown, Pontypool, Gwent, NP4 5AL, England

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

COLORADO RAILROADS: CHRONOLOGICAL DEVELOPMENT, by Tivis W. Wilkins, 309 pages, 8½x11¼," hard cover, photos, maps, bibliography, index, Pruett Publishing Co., $24.95. Available from Railroad Magazine Book Service.

Tiv Wilkins has compiled, so far as I know, the first complete account of Colorado railroading in one book. It was not intended to be a weighty history of each individual road but to show the physical growth of the industry in that state. As Tiv says: "The chronological format was adopted to enable the reader to systematically trace the overall development through the first 100 years and at the same time observe concurrent developments in the construction and abandonments of the different lines. Factual information, rather than entertainment, is the underlying theme, with a degree of brevity consistent with adequate communication."

Some 250 good, historic, b&w photos, plus 15 maps, a bibliography, and an index set this book apart from many others dealing with Colorado. The material was compiled from company reports and records, reports and files of Federal and state agencies, books, newspapers, trade publications, unpublished manuscripts, etc. Timetable collectors will be interested in such tables as: July 15, 1872, Denver & Rio Grande; Oct. 26, 1874, Colorado Central, and 1904, Denver Northwestern & Pacific. The Rocky Mountain area railfan has another good book for his library.

THE NEXT STATION WILL BE . . . Album, Vol. 111 of 1910 New Jersey and New York depots, 56 pages, 8½x11", soft cover, photos, maps, timetables, Railroadians of America, c/o Warren B. Crater, 270 West Colfax Ave., Roselle Park, N.J. 07204, $4.50 (plus 20¢ sales tax for N.J. residents). Available from Railroad Magazine Book Service.

This volume, in a series on delightful old 1910 northern N.J., southern N.Y., and northeastern Pa. depots, depicts what went on 75 years ago on the New York & Greenwood Lake line. Some summer day in that long-ago time, after you cleared the sweltering cities, it must have been a joy to ride the NY&GL, stopping briefly at such rural depots as Mountain View, Pompton, and Hewitt before leaving the train at Sterling Forest for a trip on the sparkling water of Greenwood Lake aboard the old sidewheeler Montclare. Ahead are Vol. IV: Northern Railroad of N.J.; Vol. V: NYS&W (western portion) and Wilkes — Barre & Eastern; and Vol. VI: Other Erie Branch Lines. This volume is dedicated to the memory of Halsey L. Tilton, a founding member, treasurer, and dedicated worker of Railroadians of America, who died last July 26. This series is something that you buy and put in a choice part of your rail memorabilia. (Warren Crater is a retired Jersey Central engineer and one of our "Interesting Railfans")

TRAIN SHED CYCLOPEDIA NO. 21: PASSENGER CARS from the 1943 CAR BUILDERS' CYCLOPEDIA, 80 pages, soft cover, 8¼x11½", reprinted from original edition, scale drawings, photos, specs, text matter; Newton K. Gregg, $4.50. All titles in this series are available from Railroad Magazine Book Service.

TRAIN SHED CYCLOPEDIA NO. 23: STEAM LOCOMOTIVES AND TENDERS from the 1938 LOCOMOTIVE CYCLOPEDIA (Part 2), 80 pages, soft cover, 8¼x11½", reprinted from original edition, scale drawings, specs, photos, text matter; Newton K. Gregg, $4.50.

TRAIN SHED CYCLOPEDIA NO. 24: BUILDINGS AND STRUCTURES OF AMERICAN RAILROADS, 1893, (Part 4), 92 pages, soft cover, 8¼x11½", reprinted from original edition, scale drawings, photos, specs, text matter; Newton K. Gregg, $4.95.

Periodicals and Journals

THE RAILROAD ENTHUSIAST, Winter and Spring, 1975, Railroad Enthusiast, Inc., edited by Frank Kyper, 20 Hilltop Dr., Burlington, Mass. 01803; 27 pages, 6x8", photos, diagrams, text. Free to members; non-members $1 postpaid. I enjoyed reading Frank's piece on his crossing — tender years with the B&M. Only thing missing was a picture of ye olde ed in action at West Medford, Mass., or at one of the other shanties. Charles Brown's article on B&O steam power pounding over steep Cranberry Grade makes good reading. New York Division's Bruce Thorne has a look at the Bay Ridge line of the Long Island, New Haven, and Penn Central. (Which is the right one?) And Paul Kutta's mystery rail photo is always a good feature.

CANADIAN NATIONAL ELECTRIC LINES, edited by T.G.J. Gascoigne for Can. Nat. Elec. Lines Historical Group, Box 656, Oshawa, Ont., Canada L1H-7L9. Good coverage of CN joice and Oshawa Ry., among others. Any electric fan, U.S. or Canada, should like this publication.

B&M BULLETIN, edited by John C. Hutchins of the Boston & Maine Historical Society, Inc., P.O. Box 302, Reading, Mass. 01867. This excellent journal is published quarterly by the Society and is a big plus for those holding membership. For the B&M fan — and they are legion — the Bulletins printed on slick paper, carries interesting articles, good pix, and steam rosters by Lester S. Twombly and Robert E. Chaffin.

PC RAILROADER, edited by Robert H. Reid, Box 135, East McKeesport, Pa. 15035, 47 pages, 8½x11", photo-offset, pix, maps, diagrams, text. Six times a year, $9. A non-profit publication for the interest and technical knowledge of model railroaders, railfans, and retired and active employes of Pen Central. Not affiliated in any way with PC. All material is contributed by its readers. For Pennsy and PC fans, this is your cup of tea.

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The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

	List Price	Our Price
THE RAILROAD CABOOSE, by Wm. F. Knapke and Freeman Hubbard	$ 8.95	($ 8.50)
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Edwin D. Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
TWILIGHT OF WORLD STEAM, by Eagleson and Ziel	$14.95	($14.20)
NARROW GAUGE RYS. OF CANADA, by Lavalle	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
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HETCH HETCHY AND ITS DAM RR., by Ted Wurm	$13.50	($12.82)
THE RAILROAD SCENE, by Wm. Middleton	$10.00	($ 9.50)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
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CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$11.95	($11.35)
PENNSYLVANIA RAILROAD K-4S, H.P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E.J. Quinby	$ 8.95	($ 7.50)
PENNSY POWER, by Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 7.95	($ 7.55)
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THE ULSTER & DELAWARE, by Gerald M. Best	$13.95	($13.25)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
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THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
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THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
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AMTRAK CAR SPOTTER, edited by Bob Wayner	$ 4.95	($ 4.70)
THE GREAT TRAINS, Bryan Morgan	$35.00	($33.25)
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INTERURBANS OF UTAH, by Ira L. Swett	$ 8.00	($ 7.60)
THE STORY OF EDDYSTONE (Baldwin Loco Works)	$ 8.95	($ 8.50)
STEAM ON THE ANTHRACITE ROADS, by Mike Eagleson	$ 6.50	($ 6.15)
THE ROUTE OF PHOEBE SNOW, by Sheldon S. King	$15.00	($14.25)
NORFOLK & WESTERN STEAM (No. 2), by R. Rosenberg	$ 6.95	($ 6.60)

MONON RAILROAD NEWS & NOTES, a new photo-offset journal is dedicated to the CI&L. This newcomer should whet the appetite of many fans. The Hoosier line is well represented with pix of power and rolling stock, maps, timetables, etc. Regular columns will carry Hossier Lines, The Monon Past, Transfer Table, Monon Modeller, Nit Picker, and a feature story section focusing on the carrier's motive power, rolling stock, equipment, operations, personnel, and history. Two Hoosiers, Merle Rice of Huntington and Frank Summers of Richmond, Ind., as well as Montford Switzer of Media, Ohio, are responsible for this fine publication. Material and queries should go to Merle at Rte. 2, Huntington, Ind. 46750. Subscription rate, $5 for four issues mailed first class.

THE SWITCH LIST

All ads in this section cost 15¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

Two-truck Shay No. 112 on a June day in 1970 after she had taken over the passenger-hauling run on Graham County Railroad's passenger-tourist Bear Creek Scenic R.R., following run-away of three-truck Shay No. 1926. The 112 is shown running light into Bear Creek Junction.

Robert L. Hogan, 2250 Pelham Pl., Oakland, Calif.

COLOR SLIDES of diesel and steam locomotives, large assortment covering all class 1 railroads and many short lines. Also black and white action photos. Sample and catalog, 35¢ — Midwest Photo, 922 Main, Keokuk, Iowa 52632.

SETH BRAMSON, 8035 Cecil, Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors, or any Florida railroadiana. Buys rail, trolley and in quantity. Sells selected items; fills wants lists.

CHICAGO & NORTH WESTERN RR. historical memorabilia wanted by Alden Miller, 3212 34th Ave., South, Minneapolis, Minn. 55406.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460 sells reconditioned cameras, sizes 120-620, 120-620, 116-616, for large oblong negatives; details free.

WANTED: All rr. stock certificates and bonds, any quantity. — Ken Prag, Box 431 RW, Hawthorne, Calif. 90250.

OLD RADIO programs on cassettes or reels. Your favorite shows return. We have thousands of programs to choose from: Amos and Andy, Fred Allen, I Love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50¢ for our catalog to Remember Radio Inc., Box 2513U, Norman, Okla. 73609.

FOR SALE: 5x7 b&w steam and diesel photos, eastern and western railroads; B&M, New Haven, PRR, NYC, LV, photo. Also, Boston trolley photos, rr. maps and rosters. Send $1 for 25-page list and sample photo to Henry Marrec, 11 Overlook Rd., Arlington, Mass.

STILL CAN HANDLE slide or photo orders; but, after 22 years, business is for sale in entirety, or will break it up. Complete catalog of 325 sheets, railroad, trolley, ferries, auto, etc., $15. Price and inventory specific group or company $5, or small order (specify road $1. — 35 Slides Co. Box 6098, Dept. RR., Colorado Springs, Colo. 80934.

BUYING railroad collections and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. — Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

HERE AGAIN! Still seeking old rr. stock or bond certificates. Poor's or Moody's manuals, junk ticket-dater machines. I swap, too. — Bob Greenawalt, 9239 DeAdalana, Rosemead, Calif. 91770.

WANT to buy railroadiana, single items or complete collections of paper or hardware. Send description and price desired. — Al Rixon, Box 5063, Philadelphia, Pa. 19111.

NEW BOOK specials! Save 10%, postpaid. Spokane, Portland & Seattle Railway. $13.45. Pennsy Steam & Semaphores, $12.55. Canadian Pacific Railway, $12.55. Save up to 70% and send for our lists. 30¢ discounts. — Discount Hobbies, 847 Lake, Newark, N.J. 07104.

4,000 DIFFERENT diesels from 300 railroads and industries, color slides of 8-ton Plymouths to DDA40X's, $1 for 41-page catalog, 1975 supplement, and sample. — Porreca, Box 22, Boulder, Colo. 80302.

SELLING original slides, mostly Canadian diesels, stations. List 20¢; or will trade for negs., slides of Canadian tramways, railways (roster and scenes). — Burridge, Box 152R, Dorval, Que., Canada H9R 4N9.

STEAM PHOTOS, size 616 of most major roads of United States and Canada, minimum of fifty. Also loose-leaf print album. Write D. Eldridge, 136 Grant, Herndon, Va. 22070.

STEAM LOCOMOTIVE photos, roster and action, all live, hundreds to choose from. Send large SSE for listing and information. — W. Raia, 4828 W. Hutchinson, Chicago, Ill. 60641.

FOR SALE: Amtrak timetables and other railroadiana. Menus, playing cards, pre-Amtrak timetables, etc. Send large SSE for list. Will buy public timetables. — Michael Rolcik, 443 Tipton Court, Cincinnati, Ohio 45231.

PASSENGER-CARRYING trains, 3½" to 24" gages, steam, gas, all types, new, used, custom-built, set of photos, brochure, $2. — "Trains," 142R County St., Seekonk, Mass. 02771.

FOR SALE: "Rails Around Gold Hill," other books, railroad watch, and other items. — Fritz Primus, 2000 Abbott Ave., Alamagordo, N.M. 88310.

TIMETABLES, buy, sell, trade. Any year, any railroad, public or employee. Free listing of all Amtrak timetables for SSE. — Carl Loucks, 199 Wayland St., Hamden, Conn. 06518.

FOR SALE: 28x32" 1914 railroad map of Ohio, published by the state, good condition. — Carl Pugh, 27935 Baseline, Highland, Calif. 92346.

WANTED: A brass switch-lock key from the Bessemer & Lake Erie (B&LE) railroad with the name on it. — C. Ellenberger, 224 N. Main St., Butler, Pa. 16001.

WANTED: Roll film back for graflex 3¼x4½" for size 120 film, also main sounder. — Watson, 5414 Warrington Ave., Philadelphia, Pa. 19143.

FOR SALE: "Colorado Midland," by Cafky, mint condition. Best offer takes — B. Albert, 67 Tunstall Road, Scarsdale, N.Y. 10583.

RAILROAD MAGAZINE for sale, Sept., Dec. 1969 through 1974; all are in excellent condition. Make an offer. — W. B. Griffin & Son, 406-407 Security Trust Bldg., Lexington, Ky. 40507.

OFFICIAL RAILWAY GUIDES, Sept. 1961 to Oct. 1971; Railroad Magazine, Jan. 1968 to Dec. 1972, complete; Trains magazine, Nov. 1967 to Oct. 1972, complete; railroad books; PC and EL public timetables; other railroadiana; send large SSE. — Jim Davies, 78 Warren Place, Ridgewood, N.J. 07450.

ARCHIVES, 2317 Linden Drive, Hagerstown, Md., 21704, buys railroad carnival negatives, photographs, slides, movies; also trolley and railroad wrecks.

SOUTHERN PACIFIC steam 8x10" b&w action photos, branches, narrow gage, etc., $1 each plus 25¢ postage. Send SSE for list and description to Vic Rawstron, 5628 Baldwin Ave., Temple City, Calif. 91780.

ORIGINAL diesel slides, set of 10 for $3.50, mostly Mid-Atlantic area such as RDG, CNJ, EL, B&O, Chessie, PC, SR. No list, my choice. Up to 3 sets, all different, sample 35¢. — William Hoffman II, 326 S. East Ave., Baltimore, Md. 21224.

E. ROWELL, 89 Navajo Rd., Springfield, Mass. 01109, offers for sale large selection public and employee timetables, back issues of Railroad Magazine, Trains, Model Railroader, books, pamphlets, misc.; list free.

PERSONALIZED railroad design buckle complete with 1¼" belt, two emblems, and three initials, $6.50. Send SSE #10 for complete details. — Transportation Jewelry, Box 214, Fall River, Mass. 02724.

WANTED: 8x10" photos of Alleghany Central; Buffalo & St. Marys; Buffalo, St. Marys & Southern; Clarion River; Clermont & Northern; Central New York & Western; Lackawanna & Pittsburgh; Lackawanna & Southwestern; Mount Jewett & Smethport; Olean Railroad; Rochester, Hornellsville & Lackawanna; Smethport & Olean, St. Marys & Southwestern. Write to E. Emery, 174 Ranleigh Ave., Toronto, Ont., Canada, M4N 1X4.

WANTED: original edition of 1909 Locomotive Dictionary; state condition and price. Will also buy Car Builders Cyclopedias. — Ray Canzone, 5258 Longton Rd., Lyndhurst, Ohio 44124.

SIZE 616 negs., 33mm slides for sale. Diesel roster, action, caboose, passenger, freight equipment. Specify interests. Send SSE to Joe Quinn, Box 1044, Tillson, N.Y. 12486.

WILL PURCHASE covers and postcards with R.P.O., agent and railroad cancels. Paying at least 25¢ each. — Edward Ross, Box 65, Granite Springs, N.Y. 10527.

EXPERIENCED professional trolley and railroad museum car-restorer looking for work. Also experienced in other facets. References. — Jim Blower, c/o Lauderdale Yacht Basin, 2001 S.W. 20th St., Fort Lauderdale, Fla. 33315.

ROCHESTER trolley photos, 32 pages, 62 pictures, two maps, 9x6", $1.25. Bath & Hammondsport Railroad, 100th anniversary, Keuka steamboats, books 8½x11." — Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

WANTED: small live steam (tinplate) locomotive with or without cars and tracks; state price. — Oliver Bathurst, 511 Orwig, Napoleon, Ohio 43545.

COLOR SLIDES, Kodachrome custom-made copies Steam, diesel, trolley, United States and foreign. Sample 35¢ — Charles Parsons, Rte. 4, Box 425, Dunnellon, Fla. 32630.

R&LHS BULLETINS 111, 112, 116, 120, 121, 123; Ralph of the Railroad books, $3.50 each. "History of Reading Railroad," $4.50. List SSE — Richard Mansley, 7722 Loretto Ave., Philadelphia, Pa. 19111. ●

Coming Events

(No charge for listing in this section)

June 21: Clinchfield's One-spot with 3 coaches, mountain route; lv. Erwin 7 a.m., stops at Johnson City and Kingsport, Tenn., photo run-bys, fare $28. Contact David W. DeVault, trip chairman, East Tenn. Rail Fan Assn., c/o Dear Odiorne, 129 Rosefield Dr., Kingsport, Tenn. 37660.

June 28-29: Weekend in the redwoods, ride steam-powered Skunk along scenic Novo River, overnight Fort Bragg; picnic, Sun. lunch in Redwood Empire. Sept. 3-9: Silverton-Cumbres Safari, narrow-gage steam in mountains, 2 nights Durango, Chama. By Amtrak or air to and from Albuquerque. Special buses to Durango-Chama and return. Details from Jim Weinberger, tour director, Pacific Coast Chapter, R&LHS, Box 3552, San Francisco, Calif. 94119.

June 28: Pageant of Trolley Cars; July 19: Barbershop Quartet Day; Sept. 13: repeat Pageant of Trolley Cars, operating ex-Conn. open and closed cars, Brooklyn convertible, North Shore interurban, etc. Adults $2, kids $1. Query Branford Electric Ry. Assn., Box 457, Short Beach, Conn. 06405.

July 2-6: Independence Limited III, with Southern 4501 Mikado hauling train between eastern Kentucky over scenic route to Alexandria, Va. Details from Roanoke Chapter, NRHS, Box 681, Roanoke, Va. 24004.

July 4-6: annual convention Electric Railroaders' Assn. Inc., Chicago; CTA, ICG rides, trip planned on CTA's museum 4000's. George Krambles, operating manager of Chicago Transit Authority is featured banquet speaker. Contact ERA, 145 Greenwich St., New York, N.Y. 10006.

July 12: "Sharks" along Lake Champlain. Ride behind D&H Shark-nose Baldwin diesels from Watervliet, thru Red Rocks to Bluff Point (near Plattsburgh, N.Y.), and return, open-window and air-conditioned coaches, photo, baggage, refreshment car; photo run-bys. Lv. Watervliet 8:30 a.m., return approx. 7:30 p.m. Fare $21.95. Sponsored by Mohawk & Hudson Chapter, NRHS. Send SSE to Trip Committee, Box 3, Poestenkill, N.Y. 12140.

July 12-13: July 19-20: No. 4501 pulling air-conditioned, open coaches, snackbar car from Alexandria to Front Royal, Va., round trip sponsored by Washington and Potomac chapters, NRHS. Adults $17.50, kids (5-11) $14. Send SSE for info to Skyline Limited III, Box 456, Laurel, Md. 20810.

July 13: Special PCC trolley trip on TTC, Toronto, Ont., Canada, on ex-Cincinnati car. Lv. St. Clair barn 12 noon, 12:30 p.m. stop at York and Wellington sts., photo stops, return 5 p.m. Adults $5, kids $2.50. Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

July 18-Aug. 3: 7,000 mile provate sleeping car trip; Lv. Pittsburgh, Pa., via Amtrak to New York and Montreal. CNR, Montreal to Vancouver via Jasper. Return via Seattle and Chicago, side trips planned. Details from Ray L. Way, Lake Shore Ry. Historical Society, Inc., 5808 Georgetown Dr., Erie, Pa. 16509.

July 26-27: Southern 4501 pulling train on round trip, both days, Richmond to Keysville, Va., sponsored by Old Dominion Chapter, NRHS, Box 8583, Richmond, Va. 23226.

July 31-Aug. 3: National Assn. of Timetable Collectors annual convention, Philadelphia, Pa., guided local rail tours, railroadiana bourse at Sheraton Hotel, convention hdqrts., Liberty Liner trip, banquet, guest speaker Bruce Heard of Amtrak. Query Robert Russell, 2737 Haven Ave., Ocean City, N.J., 08226, or call 609 399-8766.

Aug. 2-3: 4501 slated to haul train, both days round trip, Richmond to Keysville, Va., sponsored by Old Dominion Chapter, NRHS, Box 8583, Richmond, Va. 23226.

Aug. 4-10: Denver to Mobile, Ill., by rail, 3-day trip to St. Paul, Minn., on sternwheeler Delta Queen. Return Denver via Chicago and Amtrak. Aug. 23-24: Denver to Green River, Wyo., weekend on San Francisco Zephyr. Sept. 20-21: Denver to Grand Jct., Colo., on fall foliage trip via D&RGW's Rio Grande Zephyr, side trips. Contact Intermountain Chapter, NRHS, Box 5181 TA, Denver, Colo., or Colorado Midland Chapter, NRHS, Box 9161, Colorado Springs, Colo. 80932, or Colo. RR Museum, Box 10, Golden, Colo. 80401.

Aug. 9: No. 4501 scheduled to haul train one-way Richmond, Keysville, Durham, and Releigh, N.C. Contact Old Dominion Chapter, NRHS.

Aug. 11-15: 34th annual convention of The Railroad Evangelistic Assn., Grace College, Winona Lake, Ind. Info from T. B. Rudderforth, 10 E. Myrtle St., Alexandria, Va. 22301.

Aug. 16: Southern 4501 scheduled to haul train Raleigh to Fayetteville, N.C., round trip. Aug. 17: No. 4501 scheduled to pull train Raleigh to Chocowinity, N.C., round trip. Details from W. R. Newton, East Carolina Chapter, NRHS, 309 N. Contentnea, Farmville, N.C. 27828.

Aug. 15-16: annual reunion of 726th Ry. Operation Bn. Veterans Assn., Allentown, Pa. Write Chuck Williamson, chairman, 964-7th St. Circle, Emmaus, Pa. 18049.

Aug. 16-17: Collector-Rama, trains, railroadiana, etc., table rentals, Fairhaven Hall, Richland County Fairgrounds, Sat., 9 a.m.-9 p.m., Sun., 9 a.m.-5 p.m. Query John R. Smith, Collector-Rama, 385 S. Main St., Mansfield, Ohio 44903.

Aug. 28-31: 40th anniversary and convention of National Railway Historical Society hosted by Old Smoky Chapter, Knoxville, Tenn. Steam trips behind 4501, banquet with well-known rail guest speaker. Tennessee Special from Washington, D.C., and Blue Ridge Special on return. Reservations handled by Geo. Hartman, 6624 Fisher Ave., Falls Church, Va. 22046. For convention matters only, contact Bob Henderson, Box 601, Knoxville, Tenn. 37901.

Aug. 31: special PCC trolley trip in Boston, Mass., over MBTA. Lv. Reservoir barn 1 p.m., return about 6 p.m., photo stops. Adults $5, kids $2.50. Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

Sept. 13-14: Vt.-2 Bicentennial Express, 235-mile steam-doubleheader, Bellows Falls to Burlington, Vt., round trip. Ticket includes visit to Shelburne Museum, home of last CV steamer 4-6-0 No. 220. Lv. 13th, 9 a.m., return 14th, 7 p.m. Advance ticket sales only $45. Query Steamtown Foundation, Inc., Box 71, Bellows Falls, Vt. 05101, or call 802 463-3937.

Sept. 20: D&H Washington branch trip. Colie, Castleton, Whitehall, and return. Details from Tom O'Brien, Delaware & Hudson R.R., D&H Bldg., Albany, N.Y. 12207.

Sept. 25-27: 43rd. reunion AEF 31st Ry. Engineers, Continental Hotel, Kansas City, Mo. Write Letha H. Petska, secretary-treasurer, 5206 Crest Dr., Kansas City, Mo. 66106.

Sept. 27-28: weekend with Clinchfield's One-spot, Elkhorn City, Ky., to Spartanburg, S.C. Lv. Sat., return Sun. Package deal incl. trip, motel, and meals. Details from H. V. Rouse, treas., Bluegrass Model RR. Club, 346 Descha Rd., Lexington, Ky. 40502. ●

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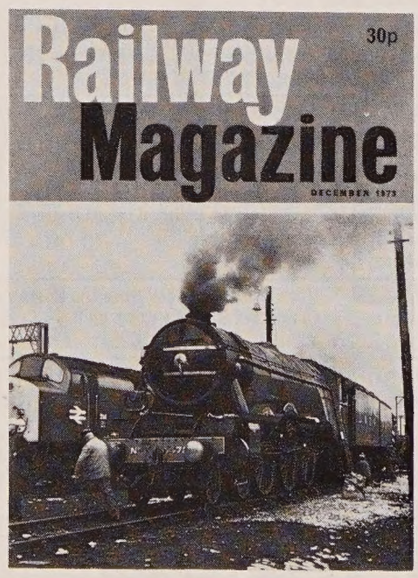

Pen Pals Wanted

(No charge for listing in this section)

Miss Kathy L. Porter (age 25), 2221 W. Van Norman Ave., Milwaukee, Wisc. 53201, wants to hear from any U.S. railroad man over 30.

Peter W. Snyder (bachelor, over 35), RFD 4, New Carlisle, Ohio 45344, wants to hear from railfanettes 17 to 35, interested in railroads. Also anyone having pix of W&LE steam locos 2117, 2751, 3001-3011, 3580, 2201, 2206.

Henry W. Johnson (age 59), P.O. Box 328, Eastport, N.Y. 11941, former Santa Fe diesel shopman who also drove trolley buses in Newark, N.J., is now permanently disabled, needs cheer-up letters and cards. Also reading matter on railroads, trolleys, buses, trucking. Says he answers all mail.

Mlle. Collette Chanut (age 14), les Cevennes Tour 1, 18C rue Ernest Renan, 69200 Venissieux, pres de Lyon, France, daughter of French railway man, will correspond in English with British Rail man's daughter of similar age. Interested in reading, photography, swimming, sailing, cycling.

Miss Janice Phillips (age 16), 12503 Heiffmeuster Rd., Cyprus, Texas 77429, daughter of Southern Pacific railroader, will correspond with daughter of British Rail employe of approximate age. Interested in sewing, reading, playing the clarinet. ●

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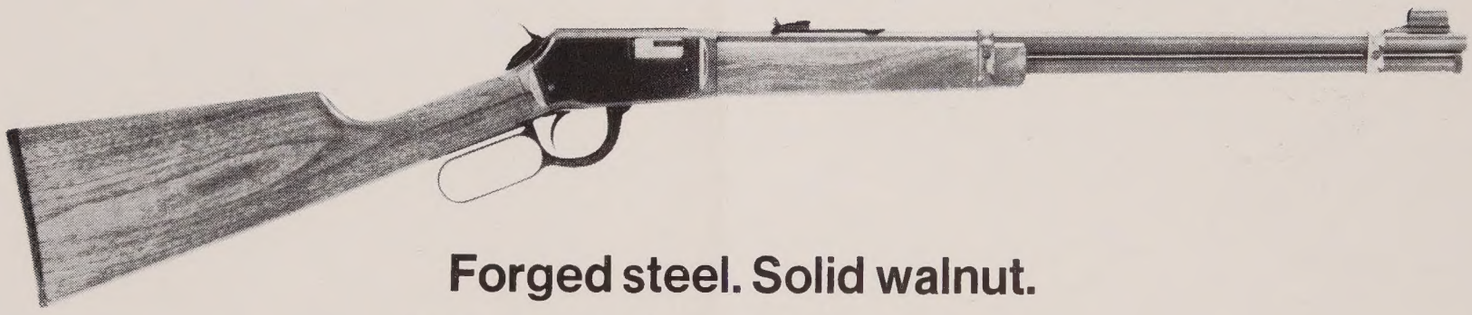

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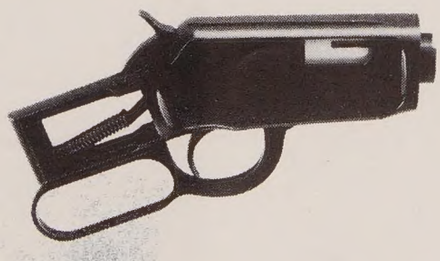

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